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Transport Tasmania

TRANSPORT COMMISSION

Report for Year 1985–86

TRANSPORT COMMISSION

Report for Year 1985–86

AUSTRALIAN ROAD
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Cover—The 'Abel Tasman' at sea—Tasmania's Holiday Highway across Bass Strait

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THE TRANSPORT COMMISSION

30 October 1986

The Honourable N. C. K. Evers, M.H.A.,
Minister for Transport,
Hobart.

SIR,

I have the honour to submit for presentation to Parliament the Transport Commission's Annual Report and Accounts for the financial year ended 30 June 1986.

The twelve months covered by this report have been particularly demanding due to the introduction of the 'Abel Tasman' Bass Strait passenger/car ferry service, but it is with a deal of pride that I place on record that the resources of the Commission have responded admirably in successfully meeting this new challenge, whilst at the same time continuing to perform existing functions.

That this was achieved in a year which saw a reduction in employee numbers in the Commission's core establishment says much for the skills, diligence and loyalty of the entire workforce.

At the conclusion of the first year of operation of 'Abel Tasman' it is appropriate in this report to record my appreciation to the Government and in particular to you and your predecessor (Hon. F. R. Groom, M.H.R.) for the support given the Commission at all stages in the development of this new service. The financial results of the first year of operation provide encouragement that the long term financial objectives will be achieved.

It is noteworthy that the loss on the Commission's trading operations (excluding tt-Line) was some $800 000 less than that for the preceding year.

I would like to take this opportunity to publicly acknowledge the very real contribution to transport administration and regulation in Tasmania by Mr Ron Fisher. Mr Fisher voluntarily retired in April 1986 having held appointments through his thirteen years with the Commission as Associate Commissioner (1973–1981), Administrator of Road Transport, Registrar of Motor Vehicles and more latterly as Assistant Commissioner.

Mr Fisher was instrumental in major initiatives in the Transport Regulation Division including the computerised on-line registration and driver licensing system, the introduction of the first motor cycle rider training scheme in Australia and the establishment of the Regional Offices of the Commission at Burnie and Devonport

Yours faithfully,
(R. W. J. Morris), Commissioner.

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The Hon. N. C. K. Evers, MHA, Minister for Transport.

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Mr R. W. J. Morris, Commissioner.

TRANSPORT COMMISSION

In 1981 the Parliament of Tasmania passed the *Transport Act 1981* which repealed the *Transport Act 1938* and abolished 'The Transport Commission' constituted thereunder.

The *Transport Act 1981* empowers the Governor to appoint a Commissioner for Transport incorporated as a corporation sole with the corporate name 'Transport Commission'.

Powers of the Commission:—

- to regulate and control transport by road, water, or air within the State other than any bus service operated by the Metropolitan Transport Trust;
- to enter into contracts for the carrying on, and maintenance, of transport services in this State;
- to carry on as a commercial undertaking the manufacture, maintenance, repair, and sale of light engineering products;
- to grant exemptions from payments or obligations (including payment of taxes levied in respect of motor vehicles) relating to transport as may be prescribed, and to make refunds and adjustments as may be necessary for that purpose;
- to take such steps as it may think necessary or desirable for effecting the co-ordination of transport services, and the improvement of, and facilities for, transport in this State;
- to operate and conduct shipping services between places within this State and between this State and any other part of the Commonwealth; and
- in an emergency, to enter into a contract for the carrying on and maintenance, in a particular case and for the purpose of meeting a particular emergency, of any transport service in this State and between any place in this State and any other place.

Functions of the Commission:—

- to devise, initiate, and carry out measures for the co-ordination, improvement and economic operation, of the means of, and facilities for, transport in this State, other than transport by rail and transport services operated by the Metropolitan Transport Trust;
- to ensure so far as is practicable the provision of transport services (other than transport by rail or transport services operated by the Metropolitan Transport Trust) adequate to meet the requirements of the public;
- to administer the *Traffic Act 1925*; and
- to do anything incidental or conducive to the performance of any of the preceding functions.

The Act provides that, in the exercise of its powers and in the performance of its functions, the Transport Commission is subject to the control of the Minister, however that control shall not be exercised:—

- unless a direction is given in writing to the Commission by the Minister;
- to require the Commission to do anything that it is not empowered to do;
- to prevent the Commission from performing any function that it is expressly required to perform;
- to interfere with the formation by the Commission of any opinion or belief in relation to any matter that has to be determined as a prerequisite to the performance or exercise by the commission of any of its functions or powers;
- with respect to the issue of any form of licence under the *Traffic Act 1925*.

TRANSPORT DEPARTMENT

The *Transport Act 1981* provides that the Commissioner for Transport and all persons employed to carry out the duties of the Transport Commission (including the Administrator of Road Transport appointed under the *Traffic Act 1925*) constitute a body known as the Transport Department.

Since the Transport Department so defined is not a separate legal entity, has no specific statutory powers or functions, and is confusing when compared with traditional Government departments, use of the term Transport Department is avoided whenever possible by the Commission.

Interestingly, in the list of Agencies in Schedule 1 of the *Tasmanian State Service Act 1984* the Commission is included in Part II (State Authorities and Other Organisations) and not Part I (Government Departments) but is described as Transport Department.

TRANSPORT TASMANIA

To assist in its public relations and to resolve the above nomenclature dichotomy the Commission has adopted the corporate name Transport Tasmania.

Several business names are registered by the Commission with the Commissioner for Corporate Affairs which are used by the Commmission for its trading operations:—

- tt-Line ('Abel Tasman' service)
- PTA Engineering (Precision Tool Annexe)
- Tallyphone (Telephone Management Service)

ORGANISATION STRUCTURE

Transport Tasmania is headed by the Commissioner for Transport and Deputy Commissioner and is organised in eleven separated Divisions, the roles of which can be summarised as follows:—

- *Secretariat*—general administration, local airports, public relations and co-ordination with Ministerial office.
- *Finance and Date Processing*—internal accounting, payroll, auditing, managment information and data processing. Provides computing services to external Government clients on a commercial bureau basis.
- *Legal*—full rang of professional legal services, including contracts, insurance, claims, prosecutions and statutory law.
- *Personnel and Industrial Relations*—control of staffing establishment, appointments, reclassifications, training and development, industrial negotiations and agreements.
- *Economic Planning and Research*—specialised professional transport economics services, including systems planning and evaluation, market research, travel surveys, transport information and overall Federal and Interstate policy co-ordination. Provides limited consulting services to external private and/or Government organisations on commercial basis.
- *Road Safety*—administration of school crossing guards, school education, publicity and co-ordination of policy development and initiatives.

  Note: Since the election in February 1986 this Division reports directly to the Minister for Road Safety.
- *Traffic Engineering*—regulatory control of traffic by signs, signals, linemarking and other control devices, design, manufacture, operation and maintenance of traffic signals, traffic management schemes, traffic surveys, maintenance of the State's computerised traffic accident records and road safety research.
- *Transport Regulation*—administration of the *Traffic Act 1925* and Regulations, testing and licencing of drivers, registration of motor vehicles, licensing of public vehicles and enforcement of vehicle weights and dimensions.
- *Marine*—ship-management services to Brambles for the 'Straitsman' King Island cargo shipping service and 'Challenger B' Bass Strait cargo shipping service, operation of the Bruny Island ferry service, support services to tt-Line and marine policy advice.
- *tt-Line*—operation of the Abel Tasman' Bass Strait passenger and vehicle ferry service.
- *PTA Engineering*—operation of an Australian Standard 1822 certified light engineering workshop specialising in the design, fabrication, manufacture, repair, electroplating and metal finishing of components for industry using advanced technology.

TASMANIAN STATE SERVICE ACT 1984

On 1 December 1985 the Commission's employment powers were rescinded and all employees became subject to the *Tasmanian State Service Act 1984*.

Exemptions from various provisions of that Act (using Section 5) have been granted to provide the Commission with maximum management flexibility and autonomy for its trading operations.

Management of the Commission's activities under the *Tasmanian State Service Act 1984* has become more complex compared with the situation prior to December 1985 and has placed an increasing workload on a reducing administrative establishment.

SECRETARIAT DIVISION

The Secretariat Division is responsible for general administrative service, public relations and co-ordination with the Ministerial office. The Division also is responsible for the management of State-owned aerodromes and landing areas.

Transport Tasmania's Headquarters Building at 1 Collins Street, Hobart.

Aerodromes

The Commission owns and is responsible for the operation of the aerodrome at Smithton and authorised landing areas at Bridport, Cape Barren and Melaleuca.

The Commonwealth Department of Aviation meets 50 per cent of maintenance and capital costs of Smithton aerodrome under the Local Ownership Plan. The Plan also applies to local Government owned aerodromes at Queenstown, Strahan and St. Helens where 50 per cent of costs are met by the Commonwealth, 40 per cent by the State and 10 per cent by the Local Government authority.

Transport Tasmania liaises with the local authorities on maintenance and funding, and the State reimburses it for its percentage of the costs incurred in the upkeep of the authorised landing areas.

Reporting officers located at Smithton, Bridport, Cape Barren and Melaleuca inspect the airports regularly and attend to day to day maintenance requirements.

The main project carried out this year was the completion in February of the staged resealing of the Smithton runway. An area of approximately 9 000 m^2 of the bitumen surface was renewed.

Public Relations

Considerable material for feature articles, information items and other transport information was prepared during the year for the media, schools and individuals.

Student tours of specialist work areas (such as the computer facilities, the computerised traffic control system, regional Motor Registries) and active participation with student work experience programs have been practical examples of the Department's philosophy of community involvement during the year.

The Commission participated in the Government exhibitions at the Launceston and Hobart Shows. Highlights of the Commission's exhibits were brochures outlining the Commission's functions and video film of the 'Abel Tasman'.

FINANCE AND DATA PROCESSING DIVISION

In 1985-86 the Division's accounting, financial and data processing functions were dominatied by the introduction of management information and computer facilities required for the 'Abel Tasman' Bass Strait ferry serviced which commenced on 1 July 1985.

Accounting

In line with the Government's policy of operating the 'Abel Tasman' on a strictly commercial basis, the *Transport Act 1981* was amended to enable the financial results of the service to be maintained as a separate accounting entity and not form part of the Commission's Consolidated Annual Accounts. At the same time the Act was amended to provide the Commission with borrowing powers similar to other statutory authorities.

An Accounts Section headed by an Accountant and comprising six officers was established to control and process the expenditure and revenue initiated by the service. Separate ledgers, bank accounts, costing, accounts payable, accounts receivable and stores systems were established to account for the operations of the service. The payroll system was also modified in order to process crew wages. Specific software for commitment accounting was written and integrated into the costing system.

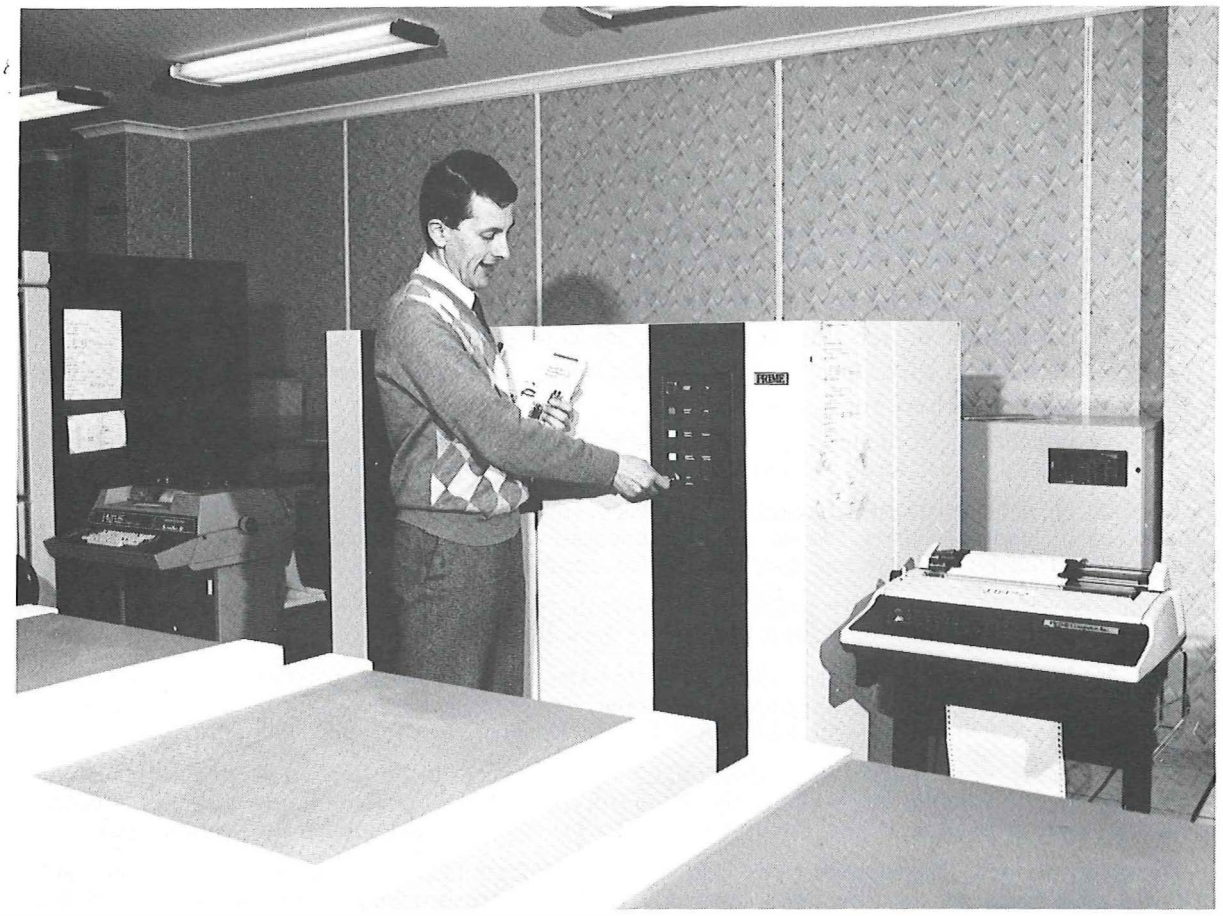
A large management information system has now been established and forms the basis for reporting to the Commission, Management and 'Abel Tasman' Advisory Board.

The other major change in accounting arrangements during the year was initiated by the commencement of the Bass Strait Shipping Agreement with Brambles Holdings Limited.

Under this arrangement the Commission provides crewing and provedoring facilities for the 'Straitsman' and 'Challenger B'. The 'Straitsman' is made available to Brambles on the basis that the Commission provides the above facilities in return for an agreed per "leg fee" basis.

In 1985-86 this arrangement resulted in savings of almost $1m to the Government.

Data Processing



Checking A 'Prime' 9750 computer in the expanding Data Processing Centre.

In addition to the commercial applications provided for the Bass Strait ferry service a food and beverage stock control system was installed.

This system is based on point of sale cash registers located on the 'Abel Tasman' in the three restaurants and the disco, coffee shop, Heemskirk Bar and recently the souvenir shop.

The sales records of all transactions on the vessel are transferred to an IBM P.C. located at the Devonport terminal and processed in order to establish the quantity of stock (food or beverage) held on-board.

The system is used to:—

- Support the buying activity and also provide the basis of control over the purchasing function.
- Provide information relating to the sourcing and pricing of products.
- Prepare printed orders.
- Match suppliers' invoices.
- Provide information relating to items delivered but not invoiced.

Training of stewards in the use of the system was a major task which took about three months.

The passenger bookings reservation system, 'Ferrypars', was purchased from Systems Aid, U.K. In addition to the shipside offices at Devonport and Melbourne, the on-line system is linked to Tasbureau offices at Hobart, Launceston, Devonport and Burnie and all mainland capital cities including Perth.

During 1985–86 almost 190 000 passengers and 48 000 vehicles were booked on the system. The system is being progressively modified and new enhancements are being incorporated to improve an already very efficient system.

The software which is used extensively in Europe has proved to be of a very high standard and the response from Systems Aid on day-to-day requirements and improvements has been excellent.

In order to obtain strict control over the purchase and movement of spare parts held on the 'Abel Tasman' marine stores inventory software was purchased and installed on the vessel. The software runs on an IBM micro and is operated by the ship's engineers.

1985–86 again saw refinements and new applications added to the on-line motor registration and driver's licence system. The integration of the motor registry and public vehicle systems now enables any change to either system to be simultaneously updated on the other. As an example, a change of address of the owner of a private vehicle can also be changed automatically on the public vehicle licence system if the particular person also owns a public vehicle. The system is now more efficient and the possibility for error has been greatly reduced.

Other facilities introduced for the Motor Registry include:—

- notification of age test requirements for elderly drivers;
- notification of medical certificate requirements for licensed passenger certificate holders;
- standard letters for summonses, etc.;
- integration of demerit points into the on-line motor registration system. This was a major task and involved a 'take-on' of approximately 300 000 records.

In addition a large statistical database has been completed which generates information on all functions of the motor registry system. Theses functions include the collection of revenue of motor tax, licensing, transfer fees, stamp duty and motor accident insurance premiums.

Subtantial modifications were made to the payroll system to enable the Bass Strait ferry crew payrolls to be processed efficiently and enable the very tight schedules to be met.

The Application staff were also responsible for the transfer of the personnel information for the Commission, State Fire Commission, Tasmanian Ambulance Service and PTA Engineering to the State Service Personnel System maintained by the Department of Public Administration.

Small systems were written in INFO (4GL) for the Records Section to enable it to handle outstanding correspondence more efficiently. A prototype system for streamlining the entire records system has been written in Prime Information and work will proceed in the forthcoming year.

Although no new Departments were added to the Bureau facility during 1985–86, considerable work was performed for existing users. Suspense facilities were provided to the Department of Sea Fisheries for the holding of licence fees pending the review of the Licence Application.

The stores inventory control system was almost re-written for the State Emergency Services. The system is now more efficient and requires less processing resources.

Modifications were made to the State Fire Commission Asset Register and Depreciation Schedules. The fire investigation reporting system was also upgraded during the year. This involved:—

Fire Incident Reporting

- splitting large datafile into five separate files;
- changing entry formats to allow for five separate screens;
- adding new datafile and screen to cater for owner and insurance details;
- writing several additional statistical reports;
- documentation;
- training.

Depreciation

- splitting large datafile into two separate files;
- modifying programs to calculate depreciation on item from any given date; and
- modifying programs so that a clear audit trail is available.

It is a tribute to the ability, experience and dedication of all the Data Processing staff that the above achievements, together with the additional workload initiated by the revenue and expenditure functions associated with the Bass Strait ferry service, were carried out without any additional staff.

The relocation of the ICL ME29, the passenger booking reservation system processor from ICL Australia Limited to 1 Collins Street early in October 1986, will mean that the Commission now operates four large processors and a very extensive State network.

The computer room facilities are being expanded and upgraded to accomodate the additional machine.

In addition to its other activities the Division, through its Director, represents the Commission on the following committees:—

- Interim Computer Policy Advisory Committee; and
- Public Vehicles Licensing Appeals Tribunal.

LEGAL DIVISION

The Legal Division provides a full range of legal services to the Commission and its officers. As well as providing advice on all matters relevant to the Commission's activities, the Division:—

- provides legal representation for the Commission and the Registrar of Motor Vehicles before courts of all jurisdictions, including the Supreme Court, the Court of Requests, and Courts of Petty Sessions, as well as the Public Vehicles Licensing Appeals Tribunal;
- is responsible for obtaining all insurance cover for the Commission, including the tt-Line, and for dealing with claims made both by and against the Commission;
- drafts regulations and by-laws and assists in the preparation of clause notes and second reading speeches and attending Parliament;
- is responsible for collecting outstanding accounts for the Commission, particularly in relation to damage to Commission vehicles and traffic signals, PTA Engineering and the tt-Line;
- advises on Worker's Compensation and Common Law claims and represents the Commission when such claims are disputed or defended;
- conducts prosecutions where legal representation is considered desirable;
- is responsible for negotiating and drafting a wide variety of commercial contracts;
- on request, provides advice to and representation for, the Metropolitan Transport Trust;
- carries out conveyancing on behalf of the Commission and also assists the Australian National Railways Commission in obtaining titles and transfers of land pursuant to the *Railways (Transfer to Commonwealth) Act 1975*.

PERSONNEL AND INDUSTRIAL RELATIONS DIVISION

NEW DIVISION

With the introduction of the 'Abel Tasman' service on 1 July 1985 and with employees becoming subject to the *Tasmanian State Service Act 1984* as from 1 December 1985, the previous Personnel Section within the Secretariat was expanded into a new separate personnel and Industrial Relations Division comprising a Director and seven staff.

Establishment of the new division was facilitated by the absorption of some staff formerly involved in personnel matters and by transfer of staff with industrial relations expertise from the Marine Division.

The aims of the Division are to enhance and improve the highly valued human resources of the Commission and to manage, develop and foster these resources in such a way as to establish mutual confidence, loyalty and respect between the Commission and staff.

'ABEL TASMAN'

Not surprisingly, much of the Division's effort this year has been directed towards the establishment of the 'Abel Tasman' venture, a large undertaking by any standards, and made particularly difficult by the need to set up the whole venture from scratch in a very limited time frame and without previous experience in the operation of large passenger vessels.

It is now history that this task was successfully achieved, and since many of the industrial relations difficulties involved were front page news at the time, there is little point in recounting them.

Less well recognised may be the enormous amount of effort expended by all staff in assisting to set up the mechancis of the complex personnel practices required by the 'Able Tasman' operation.

These functions are now largely undertaken by the staff of tt-Line or specialist core Transport Commission staff, but there is, and will continue to be, an on-going role for the Personnel and Industrial Relations Division in the provision of advice and assistance in the industrial relations field.

HUMAN RESOURCE DEVELOPMENT

Despite restriction on staff numbers and difficulties providing back-up, 10 staff participated in courses including Senior Management Development, Management Practices, Supervisor Effectiveness and Essential Skills. Additionally, a policy was implemented of encouraging less senior staff to improve technical skills. For example, typists are now paid an incentive allowance which increases with the acquisition of additional typing and shorthand skills. Twenty-two staff sat for 'in-house' typing and shorthand examinations during the last 6 months of the year.

Staff members taking 'in-house' typing/shorthand tests.

OCCUPATIONAL HEALTH, WEALTH AND SAFETY

The Division pursued the problem of Repetitive Strain Injury and produced detailed guidelines and recommendations for appropriate action to minimise its impact.

Safety consultants were engaged to inspect all Transport Commission properties in the State and recommend on appropriate safety improvements. The Division assisted co-ordinating the safety audits produced and at year's end many short term improvements had been attended to.

Fire Wardens were appointed and trained in evacuation procedures and the use of fire fighting equipment.

First Aid training is currently being given to selected staff members.

INDUCTION AND RECRUITMENT

Recruitment procedures have been put on a more professional basis and seminars on all aspects of recruitment were conducted for senior staff.

MONITORING OF STAFF NUMBERS AND OVERTIME

In view of the sizes and activities of Divisions administered by the Commission, a reporting system was devised to allow accurate monitoring of staff numbers, vacant positions and overtime, and submissions of monthly returns to State Treasury. Wall and handbook organisation charts are being established to assist manpower planning.

INDUSTRIAL EXEMPTIONS FOR TASMANIAN TRADERS

A very important function of the industrial relations area of the Division is liaison with the trade union movement to minimise the effects of industrial disputes on Tasmanian industry.

The principle of such exemptions was established by A.C.T.U. Resolution in 1972, after representations by the Tasmanian Trades and Labour Council. The Council had become concerned at the disproportionate effect on the State of industrial disputes interrupting Bass Strait trade, and this concern continues to be monitored via the Governement's Maritime Indusy Advisory Council which is serviced by the Personnel and Industrial Relations and Marine Divisions.

REMOVAL OF DISCRIMINATORY PRACTICES

During the year the Commission co-operated with the principle staff union, the Australian Transport Officers' Federation, to achieve a consent amendment to the Award covering core staff. The amendment abolished all of the former exclusively female categories and established one career path for both sexes.

STAFF ESTABLISHMENT

As at 30 June 1986 total staff employed by the Commission was 809 full and part time employees, equivalent to 734 full time staff.

		Total Staff	*Full Time Equivalents*
Core Activities (Hobart, Launceston, Burnie offices and School Crossing Guards)....	Full Time	335	335
	Part Time	98	23
tt-Line.....	Full Time	220	220
Other Marine	Full Time	74	74
PTA Engineering	Full Time	82	82
		809	734

In addition to the above, as at 30 June some 32 seagoing staff were on hire from the Australian Shipping Commission and reported directly to tt-Line Management. Their salary and overhead costs are paid by the Shipping Commission and later recovered from tt-Line.

ECONOMIC PLANNING AND RESEARCH DIVISION

The Economic Planning and Research Division is responsible for conducting economic, financial, social planning and operational studies into various issues relating to land, sea and air transport servicing Tasmania. The Division also provides the principal information resources for Transport Tasmania.

The Division's principal focus is the future. The major objective of the Division is to identify and analyse furure policy and assess strategic implications of present developments to assist the Commission in dealing with changes in the transport system.

As an adjunct to the above objective, the Division attempts to identify and foster initiatives for promoting desirable changes to the transport system as it affects Tasmania.

The systematic maintenance and dissemination of a relevant collection of transport information for the Commission and for the transport community at large is another important objective of the Division.

During 1985–86 the Division's activities influenced directly and indirectly the level and quality of transport services to the State.

Achivements during this period which have stemmed from initial research and planning studies conducted by the Division include:—

- The introduction by QANTAS of a direct air service between Hobart and Auckland. The EPR Division, in conjunction with QANTAS, undertook a detailed passenger demand study for this route during 1984–85.

The inaugural Quantas flight between Hobart and Auckland took place on 17 December 1985.

- The adoption by the Commonwealth Government of more liberal conditions for the air freighting of export commodities from Tasmania. Several of the recommendations of the Committee of Review into International Air Freight were contained in the State Government's submission to the Inquiry. This submission was prepared by the EPR Division.

- The introduction of a revised and rationalised pricing structure for the 'Abel Tasman' service in June 1986. The research, analysis and reporting of an appropriate pricing framework for the service was prepared by the Division.

- The 'Abel Tasman' has completed twelve months' service with record passenger loadings and without missing a scheduled crossing. Many of the planning, forecasting and operational arrangements were conceived and planned within the Division.

Many of the functions of the Division comprise long term and supportive research and planning activities which are not amenable to direct performance measures. The Division is engaged in a wide range of studies covering the whole range of transport modes and routes.

SEA TRANSPORT

Centralisation of Export Sea Freight Rates

This study involves development of theoretical and empirical analyses of the benefits and costs of centralisation of rates to Tasmanian shippers.

The study is being conducted in conjunction with Tasmanian shipping and export commodity groups. One short-term goal is to develop an on-going shipping demand forecasting system.

Japan/Korea Trade—Analysis of Costs and Consequences of Direct Calls

Of the trade routes which are not served by direct calls to Tasmania, the Japan/Korea general cargo trade is the most substantial. This study will develop costings of direct calls in the anticipation of attracting a shipping line to introduce a direct service.

Monitoring of the Impacts of Changes in Bass Strait Shipping Arrangements

As a result of Government initiatives, Bass Strait has seen an increases competitiveness in coastal shipping and changes in cargo handling methods. This study aims to identify economic impacts on Tasmania as a result of these changes.

'Abel Tasman' Market Research

The Division conducted a study of the market characteristics of 'Abel Tasman' passengers and other visitors to the State. The study incorporated analysis of existing data bases, such as the 'Abel Tasman' booking files, and the Tasmanian Visitors Survey. The study also included group discussions with 'Abel Tasman' passengers, a survey of travel agents in Sydney, Melbourne and Launceston and on-board questionnaire surveys of passengers travelling by sea and air during April 1986.

ROAD TRANSPORT

Review of School Bus Price Index

Inconjunction with the Department of Education, Treasury and the School Bus Proprietors' Association, the Division commenced a review of the cost base and index components of the Education Department's School Bus Price Index. This index has not been reviewed for twenty years.

OTHER ACTIVITIES

During the year the Division was heavily involved in the presentation of submissions to a wide range of Inquiries and Reviews. These included:—

- Submission to Review of International Air Freight Policy Relating to Export of Primary Product—August 1985.
- Submission to the Independent Review of the Economic Regulation of Domestic Aviation—1985.
- Submission to the Independent Air Fairs Committee Cost Allocation Reviews: Ansett Transport Industries Limited, Australian National Airlines Commission—1986.
- Submission to the Inter-State Commission Review of the Tasmanian Freight Equalisation Scheme Assistance Rates—1986.

OTHER STUDIES

- Study of holiday travel to and within Tasmania.
- Pricing studies—Bruny Island Ferry Service.
  'Abel Tasman' Service.
- Impact of rail closure on Tasmania's road system.
- Upgrading of Launceston Airport—preliminary analysis.

- Background research for and independent review of Tasmania's port system.
- Development of a framework for the systematic collection of inter-state trade statistics.
- Development of Station Pier, Melbourne, for tt-Line.

EPR PAPERS

- 39/85—Airlines of Tasmaina Passenger Survey: 1985.
- 40/85—'Abel Tasman'—Fare Review Passengers and Accompanied Vehicles: 1985.
- 41/85—Submission to Review of International Air Freight Policy Relating to Export of Primary Produce: 1985.
- 42/85—'Abel Tasman' Proposed Visit to Port of Hobart: 1985.
- 43/85—Public Inquiry into the Role of Hire and Drive Buses in Tasmania: 1985.
- 44/85—Holiday Travel by Tasmanians. Preliminary Results: 1985.
- 45/85—The History and Development of Interstate Shipping: 1985.
- 46/85—Transport Issues in Tasmania. Address given to the Australian Institute of Urban Studies Conference, University of Tasmania, 14 November 1985: 1985.
- 47/86—Trade and Shipping Between Tasmania and Japan/Korea: A Preliminary Survey: 1986.
- 48/86—'Abel Tasman' Market Research Study: Working Paper No. 1: Study Proposal: 1986.
- 49/86—'Abel Tasman': Marketing Issues: 1986.
- 50/86—Analysis of Pricing Strategies: 'Abel Tasman' Service—1986.
- 51/86—Interstate Passenger Travel Survey; Preliminary Results: 1986.

PRESENTATION OF PAPERS AT CONFERENCES

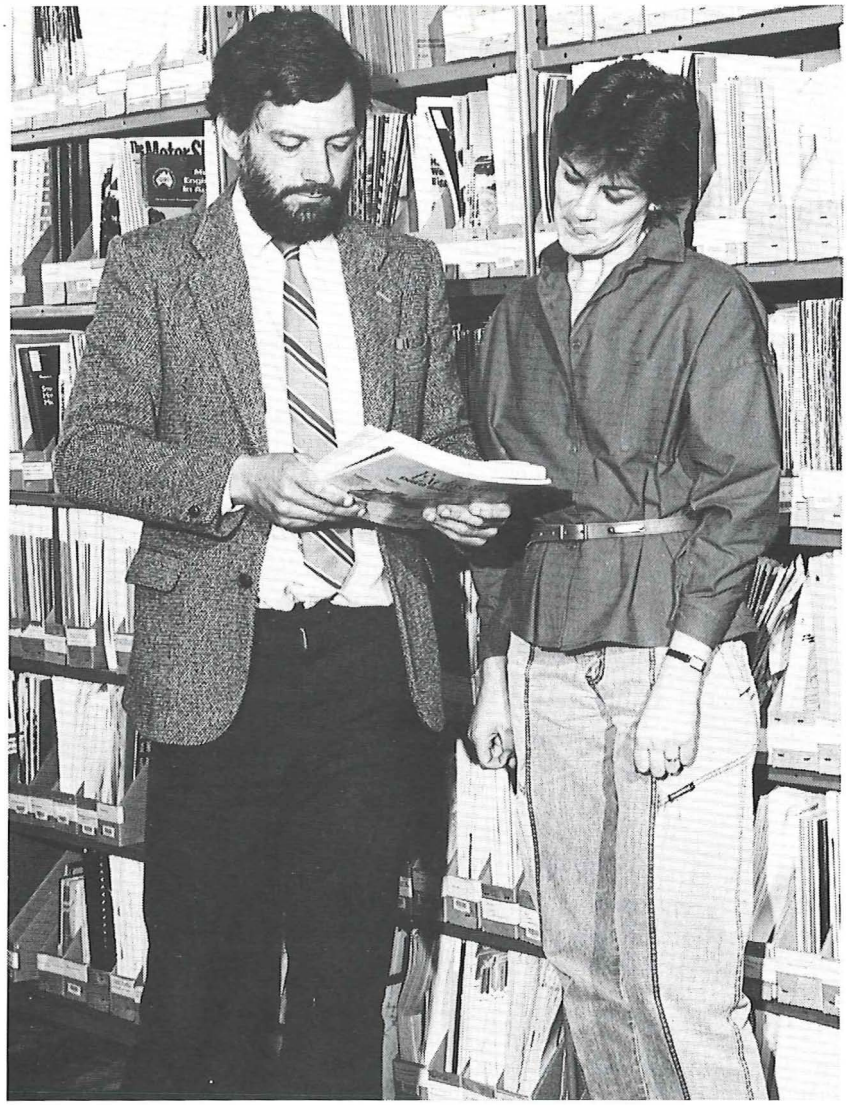
Staff are encouraged to present papers at conferences and other venues as a broader apporach to staff development. The papers presented during the year included:—

- Port Access 85—Launceston 'Wharf facilities for the 'Abel Tasman' by Colin Finch.
- 11th Australian Transport Research Forum—Darwin 'Holiday Travel by Tasmanians' by Colin Finch.
- Australian Passenger Transport Conference—Southport (Qld) 'The Role of Private Enterprise in Public Transport' by Neil Aplin.
- World Transport Conference—Vancouver, Canada 'A Cost Based Simulation Analysis of SE Asia—Australia Liner Shipping' by Steve Meyrick.

LIBRARY AND INFORMATION SERVICES

The Research Library provides a comprehensive information service to departmental staff as well as to Government and private organisations both in Tasmania and interstate.

The Library has a collection of over 4 000 monographs and 205 journal titles. The collection is constantly monitored to ensure it contains current and relevant material. The Research Library holds, in addition, collections of annual reports, hansards, legislation, slides, videos and leaflets. The Library also maintains an extensive data base of Tasmanian Transport statistics.



Checking new publications into the Research Library.

The following services are offered by the Research Library:—

- Facts and figures—quick answer service.
- Detailed reference and subject backup.
- Statistical information.
- Index to relevant newspaper articles.
- Newspaper clipping awareness service.
- Inter library loans for references not immediately available.
- Worldwide data base searches.
- Index to historic transport events.

During the year, services were expanded in the following areas:—

- European Space Agency Information Retrieval Service can now be searched.
- A new monograph current awareness service has been introduced.
- The Tasmanian Transport Bulletin has been replace by 'Tasmanian Transport Statistics', an expanded statistical reporting service.

- 478 additional monographs and 22 new serial titles have been added to the collection.
- A computerised index to Tasmanian Handsards has been established.
- A data base of significant historic Tasmanian transport events has been created.

In December 1985 an Olivetti microcomputer was installed in the library. Using the relational database management package INMAGIC, all manual library management functions have been automated. In the area of serial accessioning alone the 3 000 circulation lists per year previously prepared by hand are all repared automatically. The benefits of the new system are threefold:—

- manual tasks can now be undertaken faster and more efficiently
- there is better control of library materials and an enhanced ability to find specific information
- the service offered by the research library has been improved by its ability to create new databases of relevant information.

The Research Library's use of INMAGIC is a first in Tasmania. So successful has the project been that a number of similar libraries throughout Australia have since purchased the package and are using data structures and report formats developed here.

CONSULTING SERVICES

Staff within the Division provide short term consulting services to outside agencies on a commerical basis.

In October, Mr. Aplin spent 6 weeks working with an Australian firm of transport consultants in Wellington, New Zealand. The project invloved an economic and strategic analysis of the New Zealand Railway's urban rail system.

In May, Mr Meyrick spent 4 weeks in Kuala Lumpur, Malaysia consulting to the South East Asia Centre for Transport Research. The study involved the simulation of liner shipping services.

DIVISION OF ROAD SAFETY

The basic objective of the Division is to contribute to the reduction of the road toll through its own road safety education and hazard containment functions and through working in liaison with other bodies at the State and national level dedicated to the same purpose.

ROAD SAFETY EDUCATION IN SCHOOLS

In its strategy of seeking of seeking to curb the road toll by influencing young people to adopt safe road behaviours and attitudes while in their formative years, the Division has been actively involved in the implementation of two new initiatives which have extended its school education activities.

One is the 'Out and About' Road Safety Program for primary school children which has been jointly developed with the Federal Office of Road Safety. Although only introduced at the beginning of the 1986 school year, by the end of term 1, 22 per cent of the State's 5 to 7 year olds had participated in its junior version and 26 per cent of the 8 to 11 year olds in its higher grade equivalent. By the end of the school year it is anticipated that a large majority of the primary children in these age categories will have been involved with it.

The other major school initiative has been the revamping of the Division's 14 hour pre driver education course, a process which has included the incorporation of the written test for the ordinary 'learner's' driving licence in a development unique in Australia. These measures plus the Division's use of the recently developed Dowsings Point rider/driver training facility have led to more than 60 per cent of the State's year 10 students undertaking the course.

COMMUNITY ROAD SAFETY EDUCATION

The Division's child restraint media education campaign, spearheaded by the baby safety capsule hire scheme which it also introduced, was very successful in that it increased restraint usage in the State from 31 per cent to 50 per cent. In addition, its award winning TV commercial, the 'War Comparison', which emphasises the need to wear seat belts and to adhere to speed and .05 limitations, received heavy exposure in the potentially dangerous pre Christmas and Easter periods as part of wider accident prevention programs. Six TV commercials have also been developed for use in future road safety media campaigns.

Although the Division was successful in introducing the new measure of having a proportion of its mass education campaigns funded by private sponsors, the escalating costs of media publicity represent a continuing problem which is reducing activity in this important area below desirable levels.

In addition to working co-operatively with teachers in presenting lessons in schools, nine Road Safety Officers have continued their normal activity of delivering road safety lectures to various groups in the community, including first year drink drive offenders, community service clubs and people undertaking defensive driving courses.

HAZARD INVESTIGATION AND CONTAINMENT

The Division investigates miscellaneous reports of road safety hazards with the view to having them rectified, either through its own efforts or through those of other authorities to which they are referred. In addition, Road Safety Officers have the particular task of monitoring road safety hazards associated with schools which involves them in such functions as recommending school bus routes, planning mass movements of pupils for special occasions such as sporting and cultural events, and supervising the Division's 71 adult guards located at potentially dangerous road crossings near primary schools. The effectiveness of their performance of this task can be gauged from the low road accident statistics associated with students travelling to and from schools.

COMMITTEE MEMBERSHIP

The Division's co-operative endeavour with other road safety bodies is reflected in its membership of various committees. It represents the State on the national Advisory Committee on Promotion and Education in Road Safety. At the State level, it is represented on the Road Safety Development Committee whose membership comprises senior Departmental Heads from the Transport, Police and Main Roads Departments and whose function is to formulate road safety policy in the State. The Division is also represented on the Road Safety Liaison Group which is an inter-departmental liaison sub-committee responsible for workforce co-ordination between the Transport, Police and Main Roads Departments.

FATALITY STATISTICS

The Division circulates official progressive weekly fatality statistics to the media and other interested parties. The following table enables a comparison to be made between the figures for this financial year and the average figures for the six year period preceding it.

ANNUAL FATALITIES

Year	*Drivers*	*Passengers*	*Motor Cyclist*	*Pedal Cyclist*	*Pedestrians*	*Total*
Average for 1979-80 to 1984-85 inclusive	41	22	8	3	17	91
1985-86.....	38	21	7	0	12	78

TRAFFIC ENGINEERING DIVISION

A major function of the Traffic Engineering Division is to implement low cost, high benefit countermeasures to combat the road toll. Each week in 1985-86, 250 Tasmanians were involved in road crashes, leaving 40 injured and between one and two killed. Even with the improvements in the road toll brought about by a range of factors since the early 1980's, traffic accidents are still the leading cause of death of Tasmanians up to the age of 45.

Some examples of low cost, but highly effective countermeasures implemented by the Traffic Engineering Division which have had a significant effect in reducing accidents at specific road sites, include:—

- *Mini-roundabouts.* These treatments prevent angle collisions and reduce accidents at intersections by up to 80 per cent;
- *Off-set traffic islands.* These intersection treatments lead to accident reductions similar to those for mini-roundabouts;

- *Safety-bar traffic islands.* These devices separate opposing traffic streams and assist pedestrians while still enabling access across the median to property entrances. Head on and side swipe accidents are reduced;
- *Pedestrian refuge islands.* Now used in preference to zebra crossings in many locations, these treatments reduce accidents by around 38 per cent;
- *Pavement markings and delineation.* Linemarking helps drivers reduce erratic manoeuvres and has been demonstrated to result in significant accident reductions;
- *Traffic signal modifications.* Low cost measures such as the provision of right-turn arrows where appropriate have been shown to reduce accidents by 17 per cent.

COMMITTEES

The Division is represented on the following committees:—

- MS/12 Road Signs and Traffic Signals—A Standards Association Committee which has the objective of introducing uniform road sign, line marking and traffic control practice through Australia. This is achieved by the evaluation of various control techniques and the documenting of these in the national standards publications.
- Road User and Trauma Advisory Committee (RUTAC)—This committee is an advisory committee to the Australian Transport Advisory Committee (ATAC) and is responsible for:—
  - — advising on possible countermeasures aimed at reducing the incidence of road crashes with particular emphasis on improved road user performance and uniform adoption of best practice in relation to traffic laws, traffic management practices, enforcement and driver licensing;
  - — advising on measures aimed at reducing the incidence and severity of road trauma.
- SCATS Management User Group (SMUG)—The software from the "Sydney Co-ordinated Adaptive Traffic System' (SCATS) has been adopted nationally and is now managed by SMUG. This committee comprises traffic signal experts from the majority of Australian States and New Zealand which meet regularly with the aim of improving traffic signal co-ordination software and techniques.
- Level Crossing Warning Committee—The committee reviews the operation of all rail level crossings through the State, and makes recommendations for improvements to relevant authorities. The committee comprises representatives from Department of Main Roads, Tasrail, Emu Bay Railway and Transport Tasmania.
- Road Safety Liaison Group—Is an inter-departmental committee comprising officers from Transport Tasmania, Tasmania Police, Department of Main Roads and Division of Road Safety. The committee maintains a co-ordinating role for road safety activities in the State with the aim, in particular, of fostering inter-departmental road safety initiatives.

ROADS AND SERVICES GROUP

The Division has continued efforts to improve safety on the State's road network by applying the most modern traffic control measures both on arterial roads and in residential areas.

Whilst the past year has seen a marked increase in the number of site investigations, the Division has maintained its promotion of area traffic management. Emphasis this year has been placed on the major centres in the north-west of the State.

A number of local area treatments arising from previous studies have also been implemented including the installation of Burnie's first mini-roundabout at the Thorne Street/Madden Street intersection.

Significant time was devoted to planning traffic movements and control around the International Hotel in Hobart, the Launceston Southern Outlet and the Burnie Highway System.

ROAD SIGNS AND MARKINGS

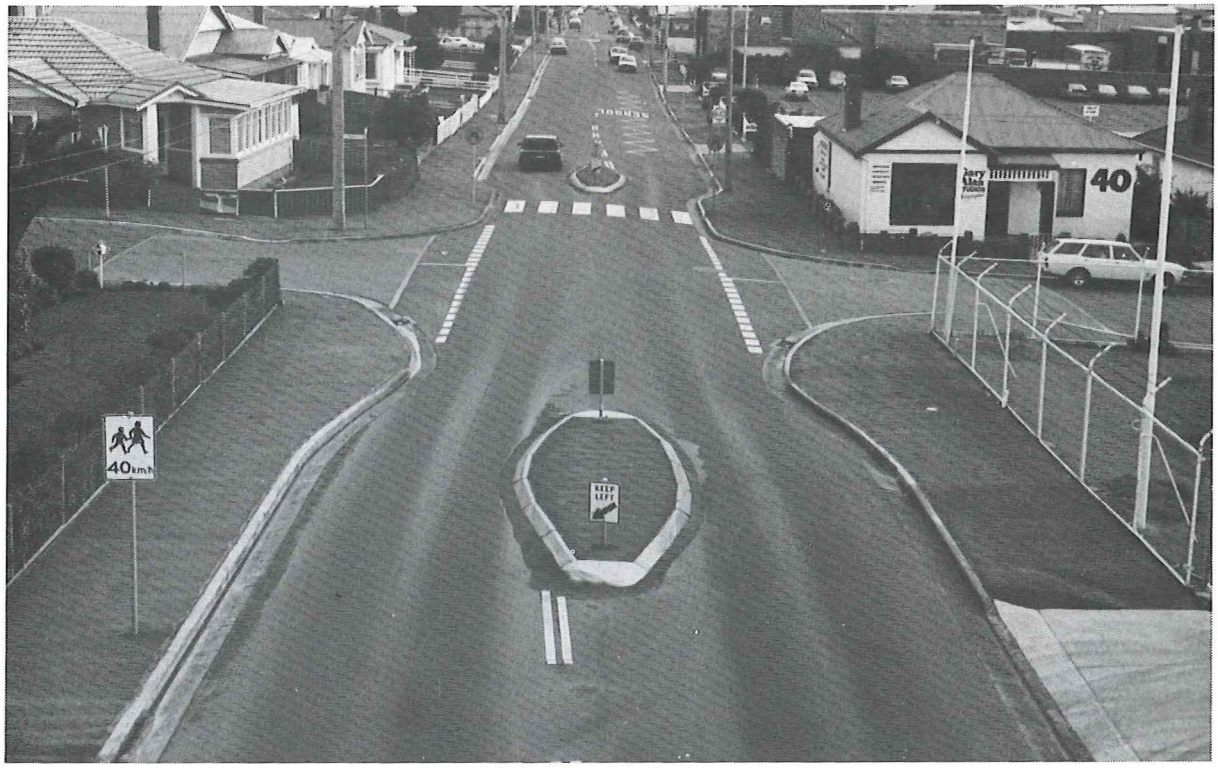
A total of 2 300 traffic investigations was conducted during the year with some 530 traffic control treatments involving installation of signs or linemarkings being approved. Replacement signs/markings were provided in 400 situations.

Speed and conflict reduction—using roundabout. (Gordons Hill Road/Beach Road, Lindisfarne).

TRAFFIC STUDIES

Studies have become an important tool in the proper management of traffic precincts and in the selection of the correct measures for resolving isolated traffic problems. Studies completed during the year were:—

- West Devonport Traffic Management Plan Part I
- Somerset and Wynard Traffic Studies
- Gordons Hill Road—Traffic Safety Improvements
- Hobart Central Area Traffic and Parking Study



Speed control and pedestrian amenity enhancement. Median islands and kerb extensions are used in this slowpoint traffic management scheme. (Charles Street/Hopkins Street, Moonah).

TRAFFIC SIGNALS

Traffic signals provide low cost solutions to traffic conflicts at intersections and in most cases remove the need for costly roadworks.

New traffic signals were installed this year at:—

- Augusta Road/Creek Road, Lenah Valley
- Cimitiere Street/George Street, Launceston
- Invermay Road/Vermont Road, Launceston
- Alexander Street/Main Street, Ulverstone

Modifications were carried out to existing traffic signals at:—

- Cimitiere Street/St John Street, Launceston
- Brooker Highway/Elwick Road, Hobart
- Bathurst Street/Murray Street, Hobart
- Argyle Street/Lefroy Street, Hobart
- Main Road/Tolosa Street, Glenorchy

Two sites were removed during the year—Olinda Grove/Southern Outlet, when the overpass connecting Mt Nelson to the northbound carriageway was completed, and the pedestrian signals in Letitia Street.

An audio-tactile facility was installed at the Centrepoint pedestrian signals. This facility provides an audible indication of the status of the signals so that visually impaired persons can use the crossing with confidence. In addition, the button unit mounted on the pole adjacent to the crossing vibrates to give a tactile indication of the signal status for both visually and hearing impaired persons.

The Division manufactures much of its own equipment requirements and effects substantial savings over direct purchases from suppliers as well as providing local manufacturers with opportunities to supply.

The Tasmanian Signal Management System (TASMAN) system operates in Hobart and has been extended to include Harrington Street. Preparations have been undertaken to incorporate Barrack Street when the signals at Barrack/Collins are installed.

The Division provides a comprehensive Statewide service capability to other Departments connected to the PRIME network. The cost savings are substantial when compared to similar services provided by the private sector. This area of activity was expanded this year by the addition of the State Library.

RADIO REPORTS

The Department provides daily peak period and emergency information from the central control room using closed circuit television cameras to ABC and 7HO radio. Traffic information used in the reports is collected from closed circuit television, the Tasman computer system, and radio reports from field and police vehicles.

ACCIDENT RESEARCH

The Division manages a computerised analysis system covering all reported traffic accidents and the subsequent information is used in the preparation of reports assisting in such areas as:—

- policy analysis and traffic engineering;
- Police traffic control;
- road design;
- City and municipal engineering and planning.

Major effort is directed into two areas:—

(a) Overall accident trend analysis.

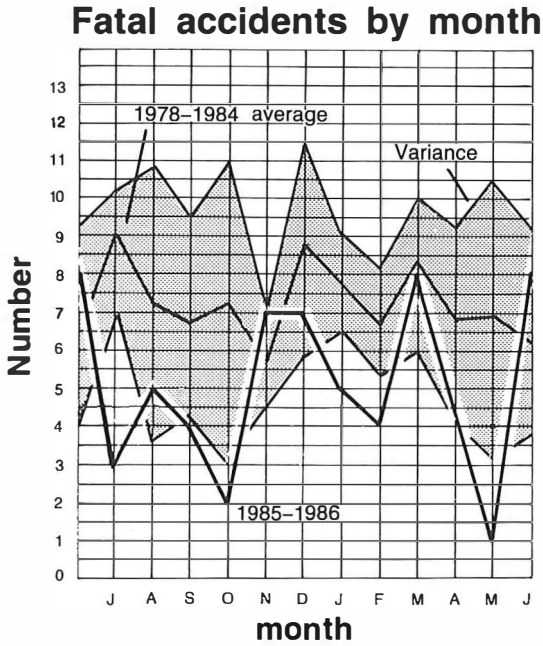
(b) Provision of reports on specific traffic engineering matters for use in the analysis of road system performance.

The aim in each area is to detect major accident categories and those most suitable to improvement, and to develop and foster the implementation of countermeasures against these accidents.

ON-GOING ACTIVITIES

Accident Trend Detection and Analysis

Quality control charting methods are used to assist the early detection of changes in the frequency and character of traffic accidents in Tasmania. As well as a daily fatal accident situation review, monthly trends in nine major accident categories are analysed for both fatal and total reported accidents.



The chart shows that although fatal accidents increased somewhat in 1986, the overall rate of occurrence has still been markedly lower than for the average of the preceding period 1978–1984.

Traffic Accident Appreciations

Using computer-assisted methodology, traffic accident appreciations on over 250 different topics were produced during the year. Subjects ranged from single sites and local traffic areas to the analysis of collisions on wet pavements and accidents involving child pedestrians. Fifty-nine fatal accident sites and 80 high accident locations were also reviewed using the system.

RESEARCH AND DEVELOPMENT ACTIVITIES

In line with findings that a key bottleneck in accident prevention is in the application of existing research knowledge, major projects this year have focussed on achieving implementation of new programs and on scientifically evaluating the results. These programs include:—

- *Offence Deterrence Program*—(with Tasmania Police Traffic Control). After successful pilot studies in three locations, further evaluation was carried out in 1985–86 at a total of 13 sites Statewide. An average casualty accident reduction of 40 per cent was observed over all sites.

Automated Speed Survey

A total of seven (of a projected twelve) initial speed survey stations were installed in permanent materials in 1985–86. Surveys were conducted at all sites over an eight-day continuous survey period. The surveys included times of day and week of high accident risk data which had been under-represented in previous manual surveys.

Traffic Safety Trends Newsletter

This newsletter has been initiated out of a recognition that traffic safety responsibility is widely dispersed throughout the State and that a means of disseminating information on new programs and practices would be worthwhile in this rapidly advancing field.

OTHER REDEVELOPMENTS

The Division's traffic accident appreciation report format was reviewed by officers of the Victorian Road Traffic Authority for possible implemenatation where appropriate.

An invited paper on quality control methods used to assist in accident trend detection was presented at the Annual Conference of Traffic Safety Researchers held in Melbourne in November 1985.

RESEARCH REPORTS

The following reports were prepared during the year:—

- Child restraint survey, Hobart 1984;
- Road traffic accidents involving seatbelts not worn: over-represented municipalities;
- Tasmanian Police infringement deterrence program: effect on safety-related traffic performance;
- Infringement deterrence program: alcohol-accident localities;
- Highway on-ramps and traffic accidents;
- Pedestrian accidents involving youths or children: over-represented residential areas;
- Fatal traffic accidents Tasmania: situation update;
- Bass and Midlands Highways: accident site and traffic speed analysis;
- Brooker Highway and access routes: accident analysis 1979–1985;
- Effectiveness of increased RBT program of December 1985.

TRANSPORT REGULATION DIVISION

The Transport Regulation Division implements the driver licensing, vehicle registration and public vehicle licensing responsibilities imposed upon the Transport Commission by the *Traffic Act 1925* and associated Regulations.

The Division comprises three branches—Vehicle Standards, Public Vehicles and Motor Registry.

BOARDS AND COMMITTEES

The Division represents the Commission on the following Boards and Committees:—

- Road Safety Group (RSG) which co-ordinates the activities of the various sub-committees of the Australian Transport Advisory Council (ATAC).
- Australian Motor Vehicles certification Board (AMVCB) which ensures that new vehicles meet the Australian Design Rules for safety and environmental standards. AMVCB reports directly to ATAC.
- Vehicle Standards Advisory Committee (VSAC) which sets standards for safety, construction and loading of new and existing road vehicles. VSAC reports to ATAC through RSG.
- Advisory Committee on Vehicle Emissions and Noise (ACVEN) which sets standards for exhaust emissions and noise for new and existing motor vehicles. Representation ACVEN is shared with the Tasmanian Department of the Environment. ACVEN reports to ATAC through RSG.
- Steering Committee on Road transport (SCRT) which co-ordinates the implementation of the National Road Freight Industry Inquiry, the Review of Road Vehicle Limits and other transport industry reforms. The Committee reports through the Standing Committee on Transport (SCOT) to ATAC.

MOTOR REGISTRY BRANCH

This Branch maintains records of all registered vehicles and licensed drivers in the State. It provides counter services to the public from offices at Hobart, Launceston (2), Devonport and Burnie. The Branch tests learner drivers (and those seeking endorsements for heavy vehicles, etc.) at all its offices and conducts two levels of motor cycle rider training in Hobart, Launceston, Penguin and Smithton.

Vehicle Registrations

Vehicle registrations (including renewals, but excluding tractors and trailers) increased by 2·46 per cent to 271 782 over the year.

The number of new vehicle registrations (excluding motor cycles) increased by 9·6 per cent to 16 780 whilst new motor cycle registrations decreased by 24·1 per cent to 752.

Approval was given to 112 applications for restricted registrations.

Drivers' Licences

Drivers' licences (including renewals) issued during the year totalled 203 026. There were 257 155 licences on issue at 30 June 1986.

The number of new licences issued decreased by 3·82 per cent to 17 150.

The three year licence scheme is favoured by 21 770 drivers, whilst the two year scheme finds favour with only 10 039 drivers.

Testing officer about to conduct a road test.

Driver's Licence Disqualifications

During the year 8 703 persons were disqualified for drink/driving offences, demerit points disqualifications and other offences, including speeding, driving whilst disqualified and failing to obey road signs and traffic signals.

	1981–82	*1982–83*	*1983–84*	*1984–85*	*1985–86*
Disqualified for drink/driving offences	3 480	3 718	4 727	4 718	5 225
Demerit points	1 631	2 007	1 969	1 934	1 983
Other offences	1 544	1 703	1 685	1 565	1 495
Total	6 655	7 428	8 381	8 217	8 703

Demerit points disqualifications for the prescribed period of 90 days are analysed below:—

	1981–82	*1982–83*	*1983–84*	*1984–85*	*1985–86*
9 point in 3 years	1 218	1 411	1 414	1 460	1 481
4 points in 1 year (provisional licence holder)	413	596	555	474	502
Total	1 631	2 007	1 969	1 934	1 983

A breakdown of the 8 703 disqualifications by disqualification period and licence status is shown below for the past three years:—

Disqualification Period	*1983–84*	*Per cent*	*1984–85*	*Per cent*	*1985–86*	*Per cent*
90 days (demerit points)	1 969	(23·50)	1 934	(23·54)	1 983	(22·79)
0–3 months	621	(7·40)	669	(8·14)	679	(7·80)
3–6 months	1 559	(18·60)	1 667	(20·29)	1 680	(19·30)
6–12 months	2 058	(24·56)	1 845	(22·45)	2 049	(23·54)
12–24 months	1 457	(17·38)	1 339	(17·03)	1 613	(18·54)
24 months and over	717	(8·56)	703	(8·55)	699	(8·03)
Total	8 381	(100%)	8 217	(100%)	8 703	(100%)

Licence Status	*1983–85*	*Per cent*	*1984–85*	*Per cent*	*1985–86*	*Per cent*
Leaner (including out of State if known)	283	(3·38)	205	(2·50)	267	(3·07)
Provisional (including out of State if known)	1 197	(14·28)	1 223	(14·88)	1 150	(13·21)
Ordinary (including out of State if known)	5 247	(62·60)	5 245	(63·83)	5 710	(65·61)
Driving without a licence (including disqualified)	1 654	(19·74)	1 544	(18·79)	1 576	(18·11)
Total	8 381	(100%)	8 217	(100%)	8 703	(100%)

Restricted Drivers' Licences

A 'restricted driver's licence' is issued by the Commission on the authority of a Court order. It is intended to overcome unusual hardship resulting from disqualification by permitting a person to drive subject to restrictions imposed by the Court. This year 1 194 licences were issued. The figures below show the trend over the past five years:—

1981–82	*1982–83*	*1983–84*	*1984–85*	*1985–86*
797	877	1 002	1 214	1 194

Motor Cycle Rider Training Scheme

The branch conducts motor cycle rider training in Hobart, Launceston, Penguin and Smithton.

There are two levels of training:—

- Level 1—required for all riders resident within twenty-five km of Hobart, Launceston, Devonport, Burnie and Smithton before obtaining a learners licence; and
- Level 2—required for riders resident within fifty km of Hobart, Launceston, Devonport, Burnie and Smithton before obtaining a provisional licence.

Level 1

Centre	*No. of Courses*	*No. of Students*	*Pass*	*Failed or Not Completed*
Hobart	158	676	596	80
Launceston	77	336	303	33
Devonport	44	206	173	33
Burnie	55	260	238	22
Smithton	4	16	13	3
Total	338	1 494	1 323	171

Level 2

Centre	No. of Courses	No. of Students	Pass	Failed or Not Completed
Hobart	95	414	356	58
Launceston	43	159	141	18
Devonport	15	78	70	8
Burnie	35	144	135	9
Smithton	4	18	15	3
Total	192	813	717	96

Vehicle Securities Register

On 12 November 1984, the Motor Registry established a register of financial interests in motor vehicles, motor cycles, caravans and trailers registered in Tasmania.

	Additions to Register	
	1984–85	*1985–86*
Hire Purchase	14 594	7 525
Lease	7 709	3 505
Mortage/Other	16 639	8 305
	35 942	19 335

Members of the public are now able to check by telephone whether there is any hire purchase or other finance affecting any vehicle which they are interested in. Unregistered interests cannot be recovered from innocent purchasers.

There were 23 509 telephone enquiries and 6 987 search certificates issued for the year. There were 19 335 interests registered and 13 640 cancelled during the year.

VEHICLE STANDARDS BRANCH

This Branch is responsible for ensuring that vehicles used on public roads meet suitable standards for safety, loading, environment protection and public convenience. This is achieved by development of standards, provision of technical advice, vehicle inspection and enforcement of the Traffic Act and Regulations.

B-Doubles

This Branch has been participating in an inter-departmental committee established by the Ministers for Transport and Main Roads to examine the technical feasibility of introducing special double semi-trailer combinations known as 'B-Doubles'. These vehicles are also known as 'Canadian B-Trains' and comprise a prime mover and two semi-trailers.

B-Doubles offer significant improvements in operating efficiency and in trials in other Australian States have been permitted gross loads of around 54 tonnes within an overall length of 23 metres (conventional vehicles are limited to 38 tonnes and 17 metres). The committee is expected to report on its findings in the latter half of 1986.

Escorting Overdimensional Vehicles

In recent years Transport Inspectors have taken over from the Police the role of escorting overdimensional vehicles. The purpose of the escort is to warn other road users of a presence of a vehicle and load which is considerably wider or longer than normal and to stop or direct traffic to enable to the vehicle to negotiate tight corners.

The provision of this service has encroached significantly on Transport Inspectors' duties and highlighted the need to revise the criteria for determining the necessity of an escort. A revised formula for escort requirements was devised in conjunction with the Department of Main Roads and Tasmania Police and the introduction in April of these new arrangements has resulted in reduced cost and inconvenience to the heavy haulage industry, and has permitted Transport Inspectors to increase their inspection duties.

Vehicle Inspection Stations

The Branch has developed a conceptual design and specifications for new Vehicle Inspection Stations in Hobart, Launceston and Burnie.

A new inspection facility is needed in Hobart to replace a small shed adjacent to the head office in Collins Street which has been used for inspections for many years and is grossly inadequate. The site for a new vehicle inspection station at Moonah was purchased several years ago and an architect has drawn up a conceptual plan for a three lane drive-through inspection building and Motor Registry.

New vehicle inspection facilities are also needed in Burnie where the access to the existing inspection station has been restricted by the construction of the Burnie expressway. The purchase of a new site and construction of a new single lane, drive-through inspection building will be necessary to overcome problems at the existing site.

A former truck service centre in Kingsmeadows, Launceston was purchased several years ago for conversion to the northern headquarters for Transport Tasmania. The facility will incorporate a vehicle inspection station, motor registry, traffic engineering workshop, motor cyclist training area and offices, but no progress was made on this development during the year.

Vehicle Modifications

The Branch provides an advisory service for persons modifying motor vehicles. The advice principally refers to the effect modifications to the engine, brakes, suspension and structure will have on the safety of the vehicle. In addition to numerous verbal and written requests for advice, the Branch received 212 written applications during the year for approval of vehicle modification. The majority of these involved the installation of larger or more powerful engines in cars and other light vehicles. Of the applications received 168 (79%) were approved in principal and of those 44 (21%) were inspected and approved by the issue of a certificate. A further 87 (41%) were not approved or were awaiting further information from the applicant.

Although the number of applicants for approval of vehicle modifications increases steadily each year, those seeking approval represent probably one third of vehicles being extensively modified.

Enquiries

Part of the Transport Inspectors' duties involve follow-up enquiries to interview persons alleged to have committed offences under the Traffic Act from which court prosecutions may follow.

A large proportion of these enquiries involve persons who have used an unregistered vehicle or who have failed to transfer the ownership after buying or selling a second-hand vehicle. The number of such enquiries has increased dramatically in recent years, perhaps reflecting difficult economic conditions (stamp duty at 3% of the vehicle's market value is payable on transfer of ownership.)

The increase enquiries, many of which must be undertaken outside normal working hours, has severely eroded the time Transport Inspectors can allocate to vehicle inspections and other enforcement. A number of administrative measures have been put into effect and further measures are being investigated to reduce the number of enquiries.

Vehicle Inspections

A summary of the inspections undertaken by Transport Inspectors during the year is shown at Table 1. The total of 79 928 inspections represents a reduction of 6% from the total of 85 100 for 1984-85. This reduction is accounted for by the following factors:—

- non-replacement of a Transport Inspector who resigned in May 1984;
- several periods of extended sick leave;
- increases in the number of enquiries for failure to transfer registration and escorts of overdimensional loads.

Table 2 shows the frequency of various vehicle defects found during road mechanical checks and inspections of vehicles in used car yards and the action taken in each case.

Prosecutions

The Branch's Prosecutions Section conducts court prosecutions arising from Transport Inspectors' activities and prosecutions on behalf of the Motor Registry for failure to transfer vehicle registrations and similar offences.

The performance of this section is set out below, compared with the results for 1984–85:—

Cases	*1985–86*	*(%)*	*1984–85*	*(%)*
Successful prosecutions (convictions)	1 923	(73)	1 779	(64)
Adjourned sine die	23	(1)	25	(1)
Dismissed—ruling against Department	2	(....)	6	(....)
—under Probation of Offenders Act	41	(2)	63	(2)
Not preceeded with	324	(12)	573	(21)
Pending	327	(12)	344	(12)
Total	2 640	(100%)	2 790	(100%)

Offence	*No. of Convictions*	*Fines, Penalties and Costs*
		$
Overloaded Vehicle	576	98 110
Unregistered Vehicle	259	8 431
Uninsured Vehicle	212	6 005
Fail to Transfer Registration	446	17 855
Unlicensed Public Vehicle	113	5 580
Unlicensed Driver	22	610
Others	304	10 865
Total	1 923	$147 456

TABLE 1
VEHICLE INSPECTION STATISTICS
July 1985 to June 1986

Type of Vehicle	
Car	20 250
Light Commercial	5 999
Prime Mover	16 253
Heavy Rigid	12 359
Light Trailer	3 546
Heavy Trailer	16 980
Bus	3 046
Motor cycle	1 495
	79 928
Action Taken	
Vehicle Passed	64 543
Defect Notice	3 579
Discontinuance Notice	866
Traffic Infringement Notice	979
Traffic Report	1 921
Vehicle Rejected	3 929
Driver's Licence Production	....
Verbal Warning	860
Defect Notice Cleared	2 618
Discontinuance Notice Cleared	507
Accident Report Submitted	126
	79 928
Type of Inspection	
Six-Monthly Ambulance	41
Six-Monthly Bus (initial inspection)	1 985
Six-Monthly Bus (re-inspection)	702
Six-Monthly Taxi (mechanical)	891
Six-Monthly Taxi (re-inspection)	191
Roadside Mechanical Check	25 319
Pre-Registration Check	16 567
Pre-Public Vehicle Licensing	1 343
Used Car Yard	1 740
Public Vehicle Check (roadside)	9 223
Weighing	10 419
Interstate	2 095
Accident	457
Meter Test (including re-test)	1 071
Dangerous Goods Vehicle	447
Hire and Drive	273
Defect Order Clearance	2 902
Discontinuance Order Clearance	621
Driving School Vehicle	64
Triennial Inspections	3 577
	79 928

TABLE 2

ANALYSIS OF VEHICLE DEFECTS FOUND DURING ROADSIDE MECHANICAL CHECKS AND CHECKS OF USED YARDS

July 1985 to June 1986

Defect	*Defect Notice*	*Discontinuance Notice*	*Verbal Warning*	*Traffic Infringement Notice*	*Traffic Report*	*Total*
Headlamps	371	47	20	11	4	453
Signal Lamps	276	109	35	62	27	509
Registration/Licence	93	7	51	17	3	171
Tyres	646	289	75	269	31	1 310
Wheels	42	21	3	1	....	67
Steering	295	196	5	2	3	501
Suspension	203	144	5	4	1	357
Noise	200	70	7	33	5	315
Smoke	33	26	....	6	....	65
Oil Leaks	196	112	3	5	5	321
Bodywork	85	44	3	3	2	137
Footbrake	149	167	3	9	4	332
Handbrake	205	143	5	57	8	418
Horn	186	53	10	9	4	262
Wipers	34	15	....	....	....	49
Rear Lamps	507	131	74	34	16	762
Reflector/Marker Lamps	58	12	....	2	1	73
Mudguards	173	22	30	70	11	306
Rear-end Visibility	58	9	11	1	1	80
Cab Interior	2	....	....	....	....	2
Others	881	235	233	408	556	2 313

PUBLIC VEHICLES BRANCH

This Branch maintains records of all public vehicle licences on issue in the State. It also processes all applications and changes of conditions and transfers of licences.

Issue of new Public Vehicle Licences and Variations to Conditions

During the year there were 854 applications for new public vehicle licences (other than ancillary and hire an drive licences which are issued as of right) and changes of conditions on existing licences. Fifty-three of these warranted formal hearings or inquiries, 96 were refused and 52 were withdrawn. Details are summarised below:—

Type of Application	*Approved*	*Withdrawn*	*Refused*	*Total*
Cart	627	43	64	734
Carrier	30	1	1	32
Omnibus	16	1	2	19
Omnibus Exemption	3	....	1	4
Coach	22	2	2	26
Cab	5	4	5	14
Hire Car	10	....	8	18
Aircraft	4	1	2	7
Temporary Licences	7	....	....	7
Variation of licence conditions	76	....	11	87
	800	52	96	948

In addition, 1 049 ancillary licences and 2 248 hire and drive licences were issued during the year.

Public Vehicles Licensing Appeals Tribunal

Twenty-two appeals against Transport Commission decisions in respect of public vehicle licence applications were lodged with the Tribunal. Of these, 6 were upheld, 11 dismissed and 5 were withdrawn.

The following is a table of appeals lodged and dealt with by the Tribunal over the past 5 years:—

	Appeals	*Upheld*	*Dismissed*	*Withdrawn*	*Adjourned*
1982	22	7	15	....	....
1983	24	11	10	2	1
1984	19	6	4	7	1
1985	18	1	13	2	....
1986	22	6	11	5	....

Licence Fees

Revenue collected this year from Public Vehicle Licence fees and charges was $142 262. Licence fees have not been increased since 1965 and this is reflected in the total of fees and charges collected over the past 5 years:—

	$
1982	134 960
1983	130 491
1984	135 010
1985	135 368
1986	142 262

Out-of-Area Permit Fees

The out-of-area permit scheme is operated to protect rail transport of bulk goods under agreement between the State and Federal Governments.

The following is a comparison of permit fees collected over the past 5 years:—

	$
1982	152 930
1983	114 248
1984	110 439
1985	176 063
1986	144 508

During the year there were 28 successful prosecutions for operating out-of-area without a permit resulting in $1 295 in fines and costs and the recovery of $878 in fees evaded.

Cabs and Hire Cars

The following table indicates the trends in recent years for the major centres:—

30 June	*Hobart*	*Launceston*	*Devonport*	*Burnie*	*Country*	*Total*
1982	250	90	28	24	71	464
1983	236	98	27	24	70	457
1984	218	98	29	19	68	434
1985	218	97	30	25	68	438
1986	218	97	30	23	81	449

Taxi Buy-Back Scheme

This scheme was established in 1983 to reduce the number of cabs and hire cars in the Hobart area.

At the commencement of the scheme there were 236 prescribed licences and as at 30 June 1986 there are 218. No prescribed cab or hire car licences were surrendered or re-issued during the year.

There were 28 transfers during the year, 24 of which were open licences (transfer fee of $3 000) and 4 were restricted but changed to open at the time of transfer (transfer fee of $4 050).

Public Vehicle Offences

During the year, 113 offenders were successfully prosecuted for operating vehicles without appropriate public vehicle licences.

In addition, 6 licensees were charged with using vehicles contrary to conditions of licence. The detection of this offence is difficult because of lack of adequate identification of licensed vehicles.

Introduction of New Bus Services

New bus services were introduced following requests from the public as follows:—

- Legana/Riverside Primary School—Monday to Friday—school service;
- Dilston/Windermere/Swan Bay Launceston Private Schools—Monday to Friday—school service;
- Perth/St. Patrick's College-Launceston school service—Monday to Friday;
- Collinsvale/Hobart—Wednesday service 10.30 a.m. return 4.30 p.m. (Service since deleted because of lack of patronage);

New Coach and Omnibus Licence Plates

In November/December 1985 a new single licence plating system for coaches and omnibuses was introduced. A separate plate was used to indicate the traffic area. This replaced a system comprising a small metal plate showing the licence type in numbers only.

MARINE DIVISION

The structure of the Division has undergone change during the year resulting from a shipping agreement with Brambles (involving the 'Straitsman' service to King Island and 'Challenger B' service across Bass Strait) and relocation of staff to the newly created Personnel and Industrial Relations Division.

The main functions of the Division are to provide ship management services to Brambles, operation of the Bruny Island ferry service, support services to tt-Line and marine policy advice.

SHIP MANAGEMENT SERVICES—BRAMBLES

As from 1 July 1985 the Commission ceased operating shipping services to King Island with MV 'Straitsman' in its own right.

Under an agreement between the Commission and Brambles the main commercial risks of operating the service were transferred to Brambles with the Commission's obligations under the agreement being limited to:—

- fully manning the Brambles vessel (costs fully recovered from Brambles);
- the provision of 'Straitsman' fully manned and the whole of her cargo capacity (costs recovered under a per leg fee arrangement).

BRUNY ISLAND FERRY SERVICE

The Commission's vessels 'Harry O'May' and 'Mangana' continued to provide an efficient and reliable passenger and vehicular ferry link with Bruny Island.

The service operates seven days a week throughout the year providing nine round trips per day between 7.15 a.m. and 7.15 p.m. An additional trip is operated on Friday evenings to cater basically for weekenders.

The Bruny Island Ferry 'Harry O'May crossing D'Entrecasteaux Channel.

Peak loadings occur generally on Friday afternoons/evenings and Sunday afternoons. Public Holidays are extremely busy, also Christmas Eve, Boxing Day and the Thursday before Good Friday. It has often been necessary in the past to operate both ferries during these periods and the need for greater capacity is evident for the future.

Since the introduction of the shorter crossing in June 1983, patronage has increased steadily and it is reasonable to assume this trend will continue into the future as land development and tourism expand. The annual loading from 1982–83 through to 30 June 1986 are listed below:—

1982–83	58 831
1983–84	71 662
1984–85	76 838
1985–86	89 078

Fares on the service were last increased in April 1981. No further increase has since been applied despite considerable increase in operating costs. Consequential loss for 1985–86 financial year is $502 599. Interest earned on sinking Fund Investment, amounting to $111 566 was credited to the revenue to achieve this figure.

Cost recovery from fares and freight for the period ending 30 June 1986 was approximately 33 per cent.

Consequently a submission to the Government is currently under preparation recommending that fares be raised.

The ferry 'Mangana' is 56 years old and due to age considerable corrosion is evident in the end shell plating and scuppers. The steel fire deck between the engine room and passenger accommodation is also badly corroded. Both wooden wheel houses and the passenger accommodation deckhead need renewing.

The estimated cost for this work is approximately $160 000.

Due to the age, condition and limited capacity of 'Mangana', Marine Division officers are examining replacement options for this vessel.

The Ferry 'Harry O'May' is now 35 years old and given reasonable maintenance, could be expected to operate for a further 15 years. This ferry has two vehicular decks which enable her to carry up to 52 cars.

The main disadvantage is the height limitation imposed on the main deck of 3.3 metres which restricts such vehicles as pantechnicons, 3 tier stock trucks, machinery on low loaders, etc.

The problem is overcome by operating 'Mangana' on certain days whenever there is a requirement to ship overheight vehicles. 'Mangana' has an open deck with no height restriction.

Vehicle statistics for the service are set out below:—

Bruny Island Ferry Service—Vehicle Statistics

Type of Vehicle	*1984–85 (12 months)*	*1985–86 (12 months)*
Cars and station sedans *	752*	8†
All other vehicles		
Under 5 metres in length	55 870	66 248
5 and less than 6 metres	760	1 002
6 and less than 10 metres	1 714	2 090
10 and less than 14 metres	294	342
14 and less than 16 metres	90	132
Motor cycles	464	496
Vehicles carried at concession rates‡—		
Permanent residents	3 906	4 184
Resident pensioners	11 258	12 718
Non-resident pensioners	1 328	1 856
	76 436	89 076

* Numbers listed under this heading are only those which for some reason have not been broken up into the classes covered elsewhere in 'All other vehicles'.

† Heavy vehicles and callouts.

‡ Applies only to cars, station sedans, motor cycles and utilities, panel vans and campervans under 5 metres in length.

MARINE POLICY

The Division represents the Commission on various Federal and State Committees, including:—

- Marine and Ports Group of the Australian Transport Advisory Committee;
- Ship Standards Advisory Committee;
- Marine Pollution Advisory Committee;
- State Water Safety Advisory Committee;
- Maritime Industry Advisory Committee;
- State Oil Pollution Committee;
- Federal/State Light Stations Committee.

tt-LINE

This year has seen the introduction of the 'Abel Tasman' passenger and vehicle ferry service across Bass Strait operated by a division of the Commission trading as tt-Line.

Using a grant of $26m provided by the Federal Government under Section 96 of the Australian constitution, the Commission purchased and refitted an existing vessel ('Nils Holgersson') which had operated for some nine years on the Baltic Sea between Travemunde (West Germany) and Trelleborg (Sweden).

A condition of the Federal grant was that the State Government accept financial liability for the service for ten years.

The vessel replaced the previous 'Empress of Australia' service operated by ANL and ended several years of controversy over the question of how best to upgrade sea passenger services across Bass Strait.

The 'Abel Tasman' represents a marked improvement in standards of on-board services and facilities compared with the 'Empress of Australia' and is appropriately described more as a mini-cruise liner than as an overnight ferry.

CHALLENGES

The establishment of the new 'Abel Tasman' service has been exciting and has involved many challenges.

In the first place the State Government, by accepting the Federal grant, took a bold initiative to improve the sea link between Tasmania and the Australian mainland. The Commission believes that without that decision the future of sea passenger transport across Bass Strait would still be uncertain at this present time. By taking the decision, the State became master of its own destiny and guaranteed increased capacity and a better service across Bass Strait for at least ten years.

Secondly, the Commission was faced with the task of setting up a new sea passenger service including a new organisation and infrastructure. This task was simplified by the experience, dedication and loyalty of many senior officers in the Commission.

Thirdly, the maritime unions were confronted with a new vessel, the success of which depended on being able to offer considerably improved standards of catering and passenger services.

Finally, the new division, tt-Line, had responsibility for managing and operating the service and for delivering an efficent, high quality consumer orientated product.

The 'Abel Tasman' service is now widely acclaimed by the travelling public and travel industry for its high standards of catering and on-board services.

Based on this acceptance and on the boost to the State's tourist industry brought about by the increased numbers of visitors using the new service, the Commission believes the decision by the State Government to purchase the vessel and to accept responsibility for the service for ten years has been thoroughly vindicated.

The Commission wishes to express its grateful appreciation for the assistance and support of all parties involved in the successful introduction of the 'Abel Tasman' service.

CORPORATE STRUCTURE

The 'Abel Tasman' service is operated as a commercial enterprise relatively free of State Service constraints.

This has been facilitated by the Commission's arm's length relationship to Government provided for in the *Transport Act 1981*, exemptions granted under Section 5 of the *Tasmanian State Service Act 1984* and by a conscious policy of Government which requires the operation to be self-funding and not subsidised from Consolidated Revenue.

To keep costs to a minimum and to minimise the number of employees in tt-Line, use is made where possible of existing resources elsewhere in the Commission, in particular, payroll, accounting, data processing, personnel and industrial relations, research and crewing.

An Advisory Board established under the *Transport Act 1981* has been created to overview the performance of the operation. The Board comprises the Commissioner for Transport (Chairman), Director of Tourism, Under Treasurer, Special Adviser (Finance), General Manager of tt-Line, and three private sector business men experienced in either tourism, freight or financial management.

MANAGEMENT

The direct tt-Line organisation comprises some 34 operational staff. As mentioned earlier, support staff are provided from other areas of the Commission.

There are five senior managers who report directly to the General Manager and who are separately responsible for marketing, technical, freight and Melbourne and Devonport terminals.

The 'Abel Tasman' itself is manned by two crews each of 116 persons.

In pursuing its objective of financial self reliance and profitability, tt-Line has developed a strategy aimed at constantly improving its competitiveness and increasing its operational efficiency and standards of serviced base on, inter-alia:—

- establishing an industrial relations policy built on mutual understanding, trust and confidence between employees, unions and management;
- recruiting operational and management expertise and maintaining a management structure that is both lean and efficient;
- providing training courses for the marine stewards of the 'Abel Tasman' enabling them to improve their own professional qualifications and, at the same time, offer passengers a much higher level of service;
- developing and implementing an aggressive marketing program to dramatically lift sales;
- introducing highly effective cost management procedures; and
- ensuring that all operational activities perform as individual profit centres.

INDUSTRIAL RELATIONS

While some controversy over industrial relations matters followed purchase of the 'Abel Tasman', those problems were short lived.

In its first twelve months tt-Line has established a solid record in industrial relations with the 'Abel Tasman' operating without serious disruption. No sailings were lost and it was a year of industrial harmony despite the introduction of some significant changes.

There are four basic ingredients to tt-Line's industrial relations approach. They are:—

- to deal with unions and employees in an intelligent, sensible and rational way;
- to keep unions informed at regular monthly meetings of how the enterprise is performing;
- clear definition of job responsibilities for every employee;
- direct involvement of senior management in all industrial relations matters.

The commitment of the ship's crew to the success of the 'Abel Tasman' service has been exemplary with each crew member performing a variety of jobs specified in his/her job description.

TRAINING

An essential ingredient in improving the commercial performance of the 'Abel Tasman' has been to significantly upgrade on-board service. It has been a challenge enthusiastically and very successfully taken up by the ship's stewards.

Accepting that, from the outset, the long term success of the 'Abel Tasman' rested on establishing on-board services equal to those of a quality hotel, the ship's stewards undertook a comprehensive hospitality training course conducted by the William Angliss School. Entirely in their own time, the stewards successfully completed 13 sessions, each of three hours, covering the full range of hospitality service from table service and bar work to wine and food presentation.

The impact of this initiative by the stewards was outstanding. Not only did it revolutionalise on-board service, but it engendered an attitude of involvement and enthusiasm amongst the entire ship's crew. In terms of general standards within Australia's coastal shipping industry, it put the 'Abel Tasman' in a class of its own.

tt-Line's reservation staff also have undergone training in such things as telephone manner and how to offer efficiency and friendliness to customers. The objective of this training has been to increase overall efficiency and service and to ensure that every customer is made to feel welcome.

COST CONTROL

The introduction of effective cost control procedures, through the application of professional expertise and computer facilities, has enabled tt-Line to significantly reduce the operating expenses of the 'Abel Tasman'.

In the fields of engineering there have also been major savings in routine maintenance with most of the ship's maintenance requirements now being provided on-board rather than by external suppliers.

An area of major saving during the year was in the purchase of fuel through very careful examination of market availability and firm negotiation.

tt-Line was also successful in co-ordinating the different survey requirement of the 'Abel Tasman', producing major cost savings. Surveys are required for insurance purposes as well as for safety and both are now conducted simultaneously. Dry dockings are required only every two years instead of every year and detailed surveys are conducted over a five year cycle.

Purchasing, which once was controlled by individual sections on the ship, has been brought under shore management with stock and ordering control by computer. Through better purchasing arrangements and more effective stock control, it has been possible to effect major savings.

A full time provedore is to be appointed to tt-Line's Devonport office with responsibility for all purchases as well as quality control, price and security. The allocation of supplies on-board the ship is under the control of a Storekeeper.

All service sections of the ship have been identified as individual profit centres with their own budgetary targets which provides the ability to assess sectional as well as overall profitability. This also makes it possible to identify areas of high return and to subsequently adjust prices to ensure passengers receive maximum value for money while, at the same time, tt-Line maintains an acceptable commercial return.

MARKETING

During 1985–86 tt-Line developed and implemented a marketing strategy that is both competitive and aggressive.

tt-Line sees itself as much more than a Bass Strait transportation service simply designed to facilitate the carriage of tourists from the mainland to Tasmania and return. While that is clearly a primary objective, it is essential to provide a financially self reliant passenger and freight service that is highly competitive in both standard and price. That requires looking at the service as a two-way trade across Bass Strait.

Within this context, the marketing strategies put into place during the year have been geared not just to selling the Bass Strait voyage to mainland markets, but selling the concept of taking a mainland holiday with tt-Line to Tasmanians. Apart from the commercial logic of this approach, tt-Line perceives it has a role to play in making competitively priced mainland holiday opportunities available to Tasmanians by utilising the ship which essentially belongs to the local community. The success of this approach resulted in a substantial increase in the number of Tasmanians taking the voyage across Bass Strait compared to the number who utilised the previous ANL passenger service.

The current challenge in marketing is to continue to build the infrastructure required to offer a full range of travel opportunities. Already a number of special packages have been developed and in the coming months others will be introduced to the trade. These involve establishing Sail/Rail, Sail/Fly, and Sail/Bus holidays connecting all States to the 'Abel Tasman' service across Bass Strait. Linked to these developments has been the appointment of tt-Line's own small, mobile sales force of four people.

tt-Line's approach to marketing has been for tt-Line to remain in control of its own destiny allowing the sales team to concentrate on promoting tt-Line as a commercial enterprise and prevent it losing identifiy as a major, independent travel operator.

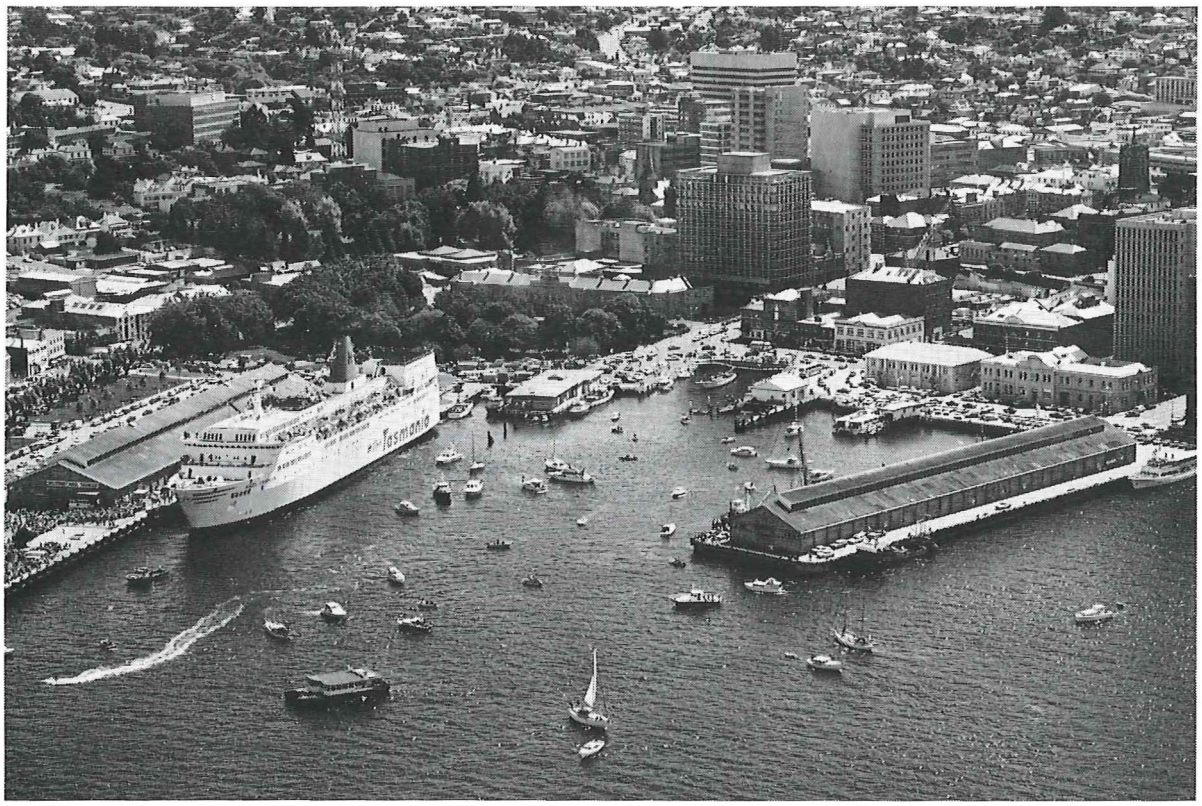
The strategy adopted for promoting the freight service has been to provide contracted space for half the available freight space. Provision also was made for late freight receival The impact was immediate. Almost overnight the volume of freight carried on the 'Abel Tasman' doubled.

There was clear evidence that shippers appreciated the advantages offered by tt-Line viz., a regular service with fixed arrival and departure times; the discharge of cargo was fast; and because of the size and stability of the ship, there was an absence of damage in transit

HIGHLIGHTS OF THE YEAR

1 July 1985. The first sailing of the 'Abel Tasman' from Melbourne to Devonport carrying 221 passengers and 54 cars.

24 November 1985. The 'Abel Tasman' was in Hobart to celebrate Tasmania Day.



The 'Abel Tasman' in Hobart as part of Tasmania Day Celebrations.

22 January 1986. The 'Abel Tasman' carried its 100 000th passenger who was travelling from Melbourne to Devonport. It was the ship's 178th sailing.

Number of passengers carried: 188 679

Number of accompanied vehicles carried: 47 936

Number of freight units carried: 5 751

ECONOMIC BENEFITS

In its first twelve months, 'Abel Tasman' carried 188 679 passengers, the majority of whom were visitors to Tasmania. It is estimated that tourists travelling by the 'Able Tasman' to the State in the twelve months under review would have injected more than $60 million into the local economy.

Another important economic dividend for Tasmania is the provision by 'Abel Tasman' of an alternative sea freight service across Bass Strait. With advantages of offering unequalled frequency of service in a large, stable ship combined with competitive freight rates, tt-Line has opened up the options available to Tasmanian industry and commerce in the transportation of goods to mainland markets. This is acknowledged by the steady growth in freight tonnage recorded during the twelve months under review.

1985–86 was tt-Line's foundation year. It was also a year of development and growth. Even more importantly, it provided a solid basis on which to build a progressive and ultimately profitable shipping enterprise from which its shareholders, the people of Tasmania, will not only derive economic benefits, but from which they will be able to draw great pride and satisfaction.

PTA ENGINEERING

This year has been particularly difficult and the workshop has suffered from the overall decline in the Australian Manufacturing industry.

Despite a jump in total sales ($3·6m this year compared with $2·4m in 1984–85) the loss recorded this year of $1·2m was the same as in 1984–85.

Two major projects contributed to the increased level of sales viz.,

- manufacture of Mine Cars for the Hydro-Electric Commission;
- manufacture of Norwegian Elkem Electrode Holders for Temco.

Other major clients throughout the year included EIMCO (spare parts for the mining industry), EZ Rosebery, Renison, Mt. Lyell, Savage River and Comalco.

PTA has actively pursued new business and recognises the need to identify new product lines capable of generating several millions of dollars income if it is to become profitable.

Over the past twelve months negotiations have taken place with the Garrett Turbine Engine Company, Phoenix, Arizona, USA, and prospects are encouraging for on-going long term orders for jet engine components.

Negotiations with other USA based manufacturers with Australian offset obligations are in progress although the market is very competitive.

Another initiative which shows promise is the TOYO pneumatic drill. Developed by TOYO for the Australian market, it is hoped that the drill will be made by PTA under licence to TOYO and marketed throughout Australia by EIMCO. Early tests at EZ Rosebery, and further testing in Kalgoorlie, Western Australia, indicate that this drill will out-perform existing drills and should open up a new market worth up to $1m per annum to PTA.

Although PTA continued to experience financial difficulties in 1985–86 it has identified several new opportunities which, if successfully negotiated, could lead to the workshop's long term viability.

PTA Engineering is now well known overseas (especially in the USA) and it is to be hoped that it can capitalise on its international reputation as a reliable supplier of high precision components and recent marketing efforts.

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Appendix 1.1

TRANSPORT COMMISSION

Balance Sheet as at 30 June 1986—Transport Act 1981, Section 18 (1e)

1984-85 $		Note No.	$	$	$
	(A) NATURE AND SOURCE OF FUNDS—				
	(1) For Permanent Capital—				
5 709 305	From interest bearing loans by State Treasury, *less* amounts written off and repayments .	2	....	5 643 184	
....	From interest bearing loans by other sources—			31 913	
106 166	From non-interest bearing contributions (Commonwealth) being value of machine tools and equipment on loan		....	106 166	
26 000 000	From Commonwealth Government Section 96 Grant 'Abel Tasman'		....	....	
10 000 000	From interest bearing loan by State Treasury re 'Abel Tasman'.....		....	....	
860 300	From non-interest bearing contribution (State Treasury)—Whitemark Wharf Reconstruction.....		....	860 300	
42 675 771					6 641 563
	(2) For Working Capital—	3			
6 501 389	From interest bearing advances by State Treasury for Working expenses, purchase and manufacture of stores, less repayments.		5 751 389		
43 555 054	From non-interest bearing contributions from Consolidated Revenue for losses 1.7.74 to 30.6.85.....		50 552 826		
50 056 443				56 304 215	
50 552 826	*Less* Accumulated Loss 1.7.74 to 30.6.86 ..		....	56 703 052	
496 383*Dr*	**Total Net Funds for Working Capital**		....	....	398 837*Dr*
579 340	**(3) Loan Redemption Reserve Account**.....	4	....	....	629 077
122 315	**(4) Contribution by Commonwealth Government towards Reduction of Loan Liability**.....		....	....	138 699
	(5) Provisions—				
20 898	Motor Vehicle Insurance Fund	5	....	4 757	
362 232	Workers' Compensation Fund		....	322 320	
195 376	Provision for Annual and Long Service Leave.....		....	244 806	
578 506					571 883
43 459 549	**Total Net Funds for all Purposes**				7 582 385
	(B) THIS SUM IS REPRESENTED BY—				
1 228 887	(1) Marine Services, Plant and Equipment ...		1 228 888		
1 711 424	*Less* Provision for Depreciation		2 288 137		
(482 537)				(1 059 249)	
2 026 479	P.T.A. Engineering, Buildings, Plant and Equipment		2 077 219		
971 139	*Less* Provision for Depreciation		1 131 337		
1 055 339				945 882	
2 432 418	Land and Buildings		2 482 654		
776 678	*Less* Provision for Depreciation		907 736		
1 655 740				1 574 918	
593 760	Aerodromes and General		596 760		
425	*Less* Provision for Depreciation		425		
593 335				596 335	
1 675 234	Computer Equipment.....		1 862 525		
1 105 483	*Less* Provision for Depreciation		1 362 267		
569 751				500 258	
34 557 516	M.V. 'Abel Tasman'.....		....	....	
850 300	Whitemark Wharf Reconstruction		....	860 300	
	.....		....		
1 809 987	Stock on hand, materials and works in progress.....		1 872 297		
2 745 404	Bank		1 683 959		

Appendix 1.1—
BALANCE SHEET—(Continued)
As at 30 June 1985—Transport Act 1981, Section 18 (1e)—continued

1984–85		Note No.	1985–86		
$			$	$	$
54 838	Advances held by Accounting Officers		24 990		
3 461 778	Sundry Debtors		1 364 166		
292 988	Prepayments		117 440		
500 000	Deposit Account		....		
8 930 993				5 062 852	
	Less Current Liabilities—				
7 334 938	Sundry Creditors, including Deposits Held		....	4 838 977	
1 596 055	**Total Net Current Assets**		....	....	223 875
	Deferred Assets—				
435 000	Revenue—Expenditure	8	....	....	453 348
$43 459 549					$7 582 385
	Contingent Liability				
	Long Service Leave		1 327 457		
	Annual Leave		892 392		
			$2 219 849		

NOTES TO AND FORMING PART OF THE 1985–86 FINANCIAL STATEMENTS

The financial statements have been reported in amounts rounded to the nearest dollar. Comparative figures for the previous financial year are shown in each statement where applicable.

1. ACCOUNTING POLICIES

The following policies have been adopted in the preparation of the statements:—

*(a) **Historical Cost*** Financial statements have been prepared on the basis of historical cost, and in accordance with Accounting Standards relative to the Department's operations.

*(b) **Accounting Basis*** Financial statements are prepared on an accrual basis. End of year accruals are taken to account for wages and salaries due to be paid between the close of the pay roll period and 30 June. Formal creditors accounts are not maintained but an amount owing to creditors at 30 June is brought to account.

*(c) **Depreciation*** Fixed assets, are valued at cost and with the exception of land, are depreciated on the straight line method using rates designed to write the assets off over the expected economic life of the asset.

*(d) **Insurance*** All assets have been insured through the Tasmanian Government Insurance Office.

2. LOANS

Loans are provided by the State Government, until 30 June, 1985. Specific Loans for the Coastal Shipping Service and the P.T.A. Engineering provided by the Commonwealth Government were repaid in 1984–85.

Under the terms of Section 12 *(a)* of the *Transport Act 1981*, loans in 1985–86 were provided by the Tasmanian Public Finance Corporation.

Non-interest bearing contributions by the Commonwealth Government refer to the value of machine tools and equipment on loan from the Commonwealth Government and held in perpetuity.

3. WORKING CAPITAL

Annual losses of the Commission are reimbursed from Consolidated Revenue and are non-interest bearing as provided under Section 19 (2) of the *Transport Act 1981*.

The trading divisions of the Commission incurred a decreased working loss of $1·076 m as a direct result of the changed structure of the Bass Strait Shipping Service and the taking to account of interest earned by the trading Divisions during the year on funds invested with the State Sinking Fund Commissioners.

An amount of $·750 m was repaid to the Treasurer as a reduction of working capital advanced.

The amount of working capital advanced to P.T.A. Engineering at 30 June 1986, amounted to $2 629 371 which is basically represented by the current assets for P.T.A. Engineering as shown in the balance sheet.

4. COMMONWEALTH GOVERNMENT SINKING FUND CONTRIBUTIONS

This item is at variance with Treasury records of the same item due to the Commission's practice of accounting for reductions in the Fund of contributions made over the years to indentifiable assets (generally Marine) when those assets were sold or retired. These contributions are included when calculating profit or loss on assets sold and since 1977 have accumulated to the variance figure at 30 June 1986, of $45 483.

5. PROVISIONS

The following provisions have been made in the financial statements:—

Workers' Compensation The provision for workers' compensation relates to the Marine Division only, the respective balances at 30 June 1985, being:—

	$
Coastal Shipping Service	252 097
Bruny Island Ferry Service	70 223

All seagoing personnel are now covered for Workers Compensation by the Tasmanian Government Insurance Office and the above provisions relate to any latent claims that may be brought forward.

Motor Vehicles This provision was created to cover cost of repairs to Departmental vehicles, and/or third party property involved in accidents. The provision at 30 June 1986, amounted to $4 757. Similar to the above the Department's vehicles are now covered by the Tasmanian Government Insurance Office and the provision will be retained to meet any unknown/ outstanding claims.

Annual and Long Service Leave This provision relates to accrued annual and long service leave at 30 June, and is in respect of the P.T.A. Engineering only. Because of the financing constraints, the liability relating to other divisions is shown as a Contingent Liability. The provision has been calculated on employees salary and wages rates at 30 June 1986, and at that date amounted to $244 807.

In accordance with the *State Employees (Long Service Leave) Act 1950* the long service leave liability includes all employees with ten or more years of service.

5. FIXED ASSETS

(a) Fixed assets, excluding retired assets (fully depreciated), are shown in the financial statements at the cost of acquisition. Major additions during the year consisted of Computer Equipment $238 032 and Land and Buildings $69 666.

(b) Marine Services—The balance at 30 June 1986, was $1 059 249 (credit). This balance reflects the past practice of accumulating interest earned on depreciation funds.

7. INVESTMENTS

Under Section 17 of the *Transport Act 1981*, the Department must make provision for the depreciation or absolescence of any plant, machinery or other assets of a wasting nature, and to invest such moneys with the State Sinking Fund Commissioners. Amounts may be withdrawn for either new capital purchases, or renewals, and contributions to the National Debt Commission. Interest earned on investments is credited to the Fund and, commencing 30 June 1986, with the approval of the Auditor-General, applied in turn to the trading and computer Divisions.

8. DEFERRED ASSETS

These assets are temporarily financed from revenue funds and written off to working accounts over the expected economic life of the asset.

9. SOURCE OF FUNDS

	$	$
Funds from State Treasury—		
Loss 1984-85	6 997 772	
Loans—Private Borrowings	31 913	
Decrease in Fixed Assets (nett)		
Transfer tt-Line	34 557 515	
Decrease Other Assets	823 485	
		35 381 000
Decrease in Current Assets (including transfers to tt-Line)		
Deposit Account	500 000	
Bank	1 061 445	
Advances	29 848	
Debtors	2 097 611	
Prepayments	175 549	
Cash in Transit	65 998	
		3 930 451
		46 341 136
Application of Funds—		
Loss 1985-86	....	6 150 226
Repay State Government—Working Capital	....	750 000
Transfer Loan Liability tt-Line	....	36 000 000
Increase in Investment Sinking Fund	857 668	
Stock on hand		62 310
Increase in Deferred Assets		18 348
Decrease in Provisions		6 623
Decrease in Current Liabilities (including transfers to tt-Line)		
Creditors	2 612 264	
Cash in Transit	(116 303)	2 495 961
		$46 341 136

10. INTEREST ON TREASURY LOANS AND ADVANCES

Interest charged to the respective Trading and Profit and Loss accounts reflects the net cost of interest charged by treasury after allowing credits for capital reductions of loans and monies held on deposit at Treasury.

In 1985-86 these amounted to $123 636 and $130 175 respectively.

CONSULTANTS—ADVERTISING

Consultant/Advertising costs of the Department in 1985-86 amounted to $286 694 consisting of $121 631 (Consultants) and $165 063 (Advertising). Costs reflected in the Commission's operating results amount to $52 486, the balance being obsorbed by Road Safety ($123 470) and Planning and Research ($98 921) items funded largely from the Transport Planning and Research Facilities Trust Fund.

TRAFFIC ACCOUNT

Included in this Account are the costs of the Traffic Engineering Division including the provision and maintenance of Traffic Control Facilities. The Division is funded in part from Consolidated Revenue ($907 000) and the balance from funds provided from the Transport Research and Facilities Trust Fund ($1 106 067).

Appendix 1.2

TRANSPORT COMMISSION—CONSOLIDATED TRADING ACCOUNT

Year Ended 30 June 1986

1984-85 $		1985-86 $
445 955	Balance from Bruny Island Service Trading Account	344 908
888 638	Balance from Coastal Shipping Service Trading Account	(369)
772 549	Balance from Precision Tool Annexe Engineering Trading Account	736 228
$2 107 142	Balance transferred to Profit and Loss Account	$1 080 767

Appendix 1.3

TRANSPORT COMMISSION—PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1986

1984-85 $		1985-86 $	$
	REVENUE—		
137 857	Public Vehicle Fees	....	151 202
73 250	Contribution from Department of Main Roads towards cost of Inspection and Weighing of Motor Vehicles	....	96 000
280 000	Contribution from Motor Registry towards Inspection of Motor Vehicles	....	260 000
51 065	Miscellaneous	109 512	
	Data Processing—		
308 013	External	435 400	
627 010	Internal	672 000	1 107 400
	Interest Earned on Sinking Fund Investments	65 864	
1 477 195			1 789 978
	LESS EXPENDITURE—		
2 107 142	Balance from Consolidated Trading Account	....	1 808 767
	Secretariat—		
651 610	Salaries, Wages and Payroll Tax	555 498	
164 306	Superannuation/Pensions and Gratuities	218 182	
444 249	Other Costs	599 542	
1 260 210			1 373 222
	Legal—		
155 558	Salaries, Wages and Payroll Tax	190 008	
30 320	Other Costs	18 0768	
185 908			208 086
	Industrial and Personnel—		
79 385	Salaries and Payroll Tax	161 838	
3 961	Other Costs	29 315	
83 346			191 153
	Finance Branch (including Internal Audit)		
456 524	Salaries, Wages and Payroll Tax (Net)	519 909	
155 971	Superannuation and Gratuities	179 806	
105 192	Other Costs	116 111	
717 687			815 826

Appendix 1.3—

TRANSPORT COMMISSION—PROFIT AND LOSS ACCOUNT—(Continued)

Year Ended 30 June 1986

1984-85		1985-86	
$		$	$
	Data Processing—		
458 400	Salaries, Wages and Payroll Tax (Net)	439 247	
164 503	Repairs and Maintenance, Prime Equipment	172 816	
134 275	Other Costs (including Purchases/Alterations)	181 667	
757 178			793 730
	Economic Planning and Research (inc. Library)—		
162 476	Salaries, Wages and Payroll Tax	....	
40 568	Other Costs	....	
203 044		....	....
	Marine Division—Non-operating—		
224 629	Salaries, Wages and Payroll Tax	262 037	
55 635	Superannuation and Gratuities	12 028	
23 211	Other Costs	58 476	
303 475			332 541

	Public Vehicle Control—	Public Vehicles	Vehicle Standards	Total	
$		$	$	$	
1 118 685	Salaries, Wages and Payroll Tax	266 794	898 039	1 164 833	
96 399	Superannuation and Gratuities	54 622	22 825	77 447	
61 894	Motor Vehicle Costs	1 754	73 984	75 738	
201 973	Other Costs	87 131	132 205	219 336	
1 478 951		410 301	1 127 053	....	1 537 354
	DEPRECIATION—				
	Non-Trading Sections—				
28 501	Buildings			20 213	
213 324	Prime Computer Equipment			195 025	
27 964	Provision for Loan Redemption			30 439	
269 789					245 677
	Interest on Treasury Loans Advances—				
147 843	Bruny Island Ferry Service			151 769	
177 700	Bass Strait Shipping Service			110 078	
427 573	PTA Engineering			434 877	
526 504	Non-Trading Sections			524 170	
1 279 620					1 220 894
	Interest on Depreciation Fund Monies used for Purchase of New Assets, Section 17 (7) of the Transport Act 1981—				
5 732	Bruny Ferry Service			5 922	
45 373	Bass Strait Shipping Service			46 880	
30 113	PTA Engineering			35 850	
7 805	Non-Trading Sections			52 302	
89 023					140 954
8 735 373					7 940 204
7 258 178					....
260 406	Profit on Sale of Assets			....	....
6 997 772	Balance transferred to Net Revenue			....	6 150 226

Appendix 1.4

TRANSPORT COMMISSION—NET REVENUE APPROPRIATION ACCOUNT

Year Ended 30 June 1986

	1985-86
	$
Balance brought forward 30 June 1985	6 997 772
Less amount received from Treasurer under Section 19 (2) of the *Transport Act 1981*	6 997 772
Balance brought down from Profit and Loss Account (Loss for year ended 30 June 1986)	$6 150 226

Appendix 1.5

TRANSPORT COMMISSION—DEPRECIATION OBSOLESCENCE AND REPLACEMENT ACCOUNT

Year Ended 30 June 1986

	Computer	*General*	*Motor Registry Burnie*	*Motor Registry D'port*	*Motor Vehicle Inspection Stations L'ton*	*Sackville Street*	*Motor Vehicle Testing Station K'Meadows*	*Traffic Engineer. W'shop Hobart*	*Traffic Engineer. W'shop L'ton*	*Marine Division*	*Motor Vehicle Testing Station D'Park*	*P.T.A. Engineer.*	*Total*
DEBT—	$	$	$	$	$	$	$	$	$	$	$	$	$
Amount applied towards renewals 1.7.39 to 30.6.85	....	....	....	....	....	....	....	....	....	156 478	....	90 620	247 098
Year ended 30.6.86	....	....	....	....	....	....	....	....	....	....	....	....	....
	....	....	....	....	....	....	....	....	....	156 478	....	90 620	247 098
Amount applied towards purchase of new assets 1.7.39 to 30.6.85	438 057	5 979	....	....	....	....	....	....	....	256 220	....	315 759	1 016 015
Year ended 30.6.86	187 291	40 753	....	....	....	....	....	....	....	....	....	50 741	278 785
	625 348	46 732	....	....	....	....	....	....	....	256 220	....	366 500	1 294 800
Amount of interest applied towards annual provisions 1.7.39 to 30.6.85	....	....	....	....	....	....	....	....	....	227 505	....	91 207	318 712
Interest applied towards annual provisions year ended 30.6.86	55 227	....	....	....	....	....	....	....	....	165 664	....	26 870	247 761
Amount applied in reduction of loan liability 1.7.39 to 30.6.85	58 258	190 514	9 003	13 965	10 968	538	3 139	11 540	696	365 252	2 532	98 037	764 441
Year ended 30.6.86	10 143	8 844	810	1 468	1 164	62	2 652	677	189	7 556	2 097	9 940	45 603
	68 401	199 358	9 813	15 433	12 132	600	5 791	12 217	885	372 808	4 629	107 976	810 044
Amount applied in reduction of loan liability and writing off of abandoned assets	18 272	....	....	....	....	....	....	....	....	4 137 868	....	138 473	4 294 613
Balance at 30.6.86	736 919	623 909	38 908	64 413	20 328	2 738	388 *Cr.*	107 908	3 614	2 031 917	....	764 838	4 395 103
CREDIT—	1 504 617	869 999	48 721	79 846	32 460	3 338	5 403	120 125	4 499	7 348 460	4 629	1 586 484	11 608 131
Special provisions for loan redemption year ended 30.6.85	58 258	190 514	9 003	13 965	10 967	538	3 139	11 540	696	365 262	2 532	98 037	764 441
Year ended 30.6.86	10 143	8 844	810	1 468	1 164	62	2 652	677	189	7 556	....	9 940	45 603
	68 401	199 358	9 813	15 433	12 131	600	5 791	12 217	885	372 808	4 629	107 977	810 044
Amounts charged to annual accounts 1.7.39 to 30.6.85	945 374	253 316	22 055	36 674	13 299	1 694	....	38 535	2 353	4 858 868	....	951 952	7 124 120
Year ended 30.6.86	195 025	14 074	2 559	4 217	1 837	241	....	2 245	696	64 912	....	119 370	405 176
	1 140 399	267 390	24 614	40 891	15 136	1 935	....	40 780	3 049	4 923 780	....	1 071 322	7 529 296
Interest credited by State Sinking Fund Commissioners 1.7.39 to 30.6.85	171 221	316 169	9 956	16 349	3 589	514	2 *Cr.*	53 548	301	1 636 673	....	97 057	2 305 375
Year ended 30.6.86	65 865	77 147	4 338	7 174	1 603	289	386 *Cr.*	13 580	264	203 398	....	31 848	405 119
	237 086	393 316	14 294	23 523	5 192	803	388 *Cr.*	67 128	565	1 840 071	....	128 905	2 710 494
Interest on Depreciation Fund monies used for purchase of assets 1.7.39 to 30.6.85	7 161	8 754	....	....	....	....	....	....	....	158 998	....	242 430	417 343
Year ended 30.6.86	51 121	1 181	....	....	....	....	....	....	....	52 803	....	35 850	140 954
	58 281	9 935	....	....	....	....	....	....	....	211 801	....	278 280	558 297
	1 504 167	869 999	48 721	79 847	32 459	3 338	5 403	120 125	4 499	7 348 460	4 629	1 586 484	11 608 131

Appendix 1.5—*continued*

SUMMARY OF DEPRECIATION FUND—

30 June 1986

	$	$
Depreciation applied to repayment Commonwealth Government Loan—		
P.T.A. Engineering	....	343 000
Depreciation applied to purchase of new assets	....	1 294 800
Depreciation applied to loan redemption	....	61 207
Depreciation invested with State Sinking Fund Commissioners	....	3 486 717
Provision for 1985-86	405 176	
Special Provision for loan redemption	49 737	
	454 913	
Interest 1985-86	140 955	
	595 868	
Less Adjust Repayment	59 350	
	536 518	
Less Precision Tool Annexe—Commonwealth Loan Repayment	32 340	504 178
		5 689 902
Provisions as per Balance Sheet—		
Marine	....	2 288 137
Provision Tool Annexe	....	1 131 337
Land and Buildings	....	907 736
Aerodromes and General	....	425
Computer Equipment	....	1 362 267
		5 689 902

Appendix 1.6

TRANSPORT COMMISSION—SUMMARY OF FINANCIAL RESULTS

Year Ended 30. June 1986

	1984-85	*1985-86*		*Increase + Decrease −*
	$	$		$
Losses on Trading Operations—				
Bruny Island Ferry Service	599 529	502 599	−	96 930
Coastal Service	1 111 711	156 588	−	955 123
PTA Engineering	1 230 235	1 206 131	−	24 104
	2 941 475	1 865 318	−	1 076 157
Expenditure On—				
Secretariat	1 543 366	1 589 462	+	46 096
Marine Policy	303 476	322 541	+	29 065
Economic Planning and Research	203 044	....	+	203 044
Finance	717 687	815 826	−	98 139
Data Processing	184 955	9 548	−	175 407
Legal	185 908	208 086	+	22 178
Industrial and Personnel	83 346	191 153	−	107 807
	3 221 782	3 146 616	−	75 166
Public Vehicle Control	1 306 028	1 385 494	+	79 466
	4 527 810	4 532 110	+	4 300
Less Revenue—				
Public Vehicle Fees	137 857	151 202	+	13 345
Inspection and Weighting Motor Vehicles	73 250	96 000	+	22 750
	211 107	247 202	+	36 095
	7 258 178	6 150 226	−	1 107 952
Less Capital Profit—				
PTA Engineering	(6 406)	....	+	(6 406)
Marine	266 812	....	−	266 812
	$6 997 772	$6 150 226	−	$847 546

Appendix 1.7

TRANSPORT COMMISSION—GENERAL STATISTICAL SUMMARY

1983–84 to 1985–86

	1983–84	*1984–85*	*1985–86*
	$	$	$
TRANSPORT COMMISSION—			
Staff employed as at 30 June	542	650	813
Net Loss	6 419 166	6 997 772	6 150 226
TRANSPORT REGULATION DIVISION—			
Motor vehicles registered (including trailers, tractors and traders)	312 958	322 118	330 563
New motor vehicles registered	18 032	19 498	17 532
Registration and drivers' licence fees	5 868 202	7 136 240	7 235 355
Motor Tax Revenue	17 390 856	17 946 593	18 543 200
Stamp Duty Revenue	11 230 923	12 972 298	14 743 244
Stamp Duty—MAIB	564 831	581 956	601 454
Number plates	167 813	211 086	215 695
Motor drivers' licences	250 333	256 321	262 443
Public vehicles licensed*	14 309	14 326	14 710
Public vehicles fees and charges (*less* refunds)	270 341	403 685	388 787
Public vehicle plates and labels	7 708	8 009	8 842
MARINE DIVISION—			
Coastal Shipping Service—			
Revenue	4 806 151	4 407 275	4 444 610
Expenditure	5 708 235	5 189 583	4 426 689
Loss/Profit on operation	302 084	782 308	(17 921)
Provision for depreciation	221 267	106 329	17 551
Interest	274 649	223 074	156 958
	798 000	1 111 711	156 588
Less Profit on sale of assets	....	266 812	....
Net Loss	798 000	844 899	156 588
Bruny Ferry—			
Revenue	248 306	268 698	436 246
Expenditure	661 186	658 458	726 237
Loss on operation	412 880	389 760	289 991
Provision for depreciation	59 189	56 194	54 918
Interest	149 307	153 575	157 690
Net Loss	621 376	599 529	502 599
P.T.A. ENGINEERING—			
Revenue	1 671 789	2 379 817	3 684 492
Expenditure	2 399 794	3 030 657	4 290 585
Profit/Loss on operation	728 005	650 840	606 093
Provision for depreciation	107 893	121 709	129 310
Interest	412 530	457 686	470 728
	1 248 428	1 230 235	1 206 131
Plus Loss on sale of assets	....	6 406	....
Net Loss	1 248 428	1 236 641	1 206 131

*Excludes trailers.

Appendix 1.8

TRANSPORT COMMISSION—CAPITAL EXPENDITURE

Year Ended 30 June 1986

	1984–85	*1985–86*
	$	$
Capital Expenditure	11 377 856	....
Financed from—		
Loan monies provided by Parliament	10 967 856	....
Loan Moneys provided by Tasmanian Public Finance Corporation	....	31 913
Depreciation Fund	410 000	278 785
	11 377 856	310 698
Principal Items of Capital Expenditure—		
Precision Tool Annex Engineering—		
Purchase of plant and equipment	36 378	50 741
Aerodromes—		
Construction, lighting	1 828	3 000
General—		
Computer equipment	373 622	187 291
Whitemark Wharf	460 060	....
Launceston Vehicle Inspection Station	5 968	8 982
Derwent Park Vehicle Inspection Stn.	....	6 860
Addit. Coll. St. Building Ground Floor	....	40 753
Purchase Land P.O.W. Bay	....	13 071
Loan to Transport Department for the purpose of Section 12 of the Transport Act 1981	10 500 000	....

Appendix 1.9

TRANSPORT COMMISSION—TRANSPORT RESEARCH AND FACILITIES TRUST FUND

Statement for the Year ended 30 June 1986

1985	*Receipts*	1986	
$		$	$
23 731	Balance from last account	....	44,240 *Dr*
1 253 661	Amount received from Under Treasurer for year to 30 June	1 798 229	
1 277 392			1 753 989
	Payments		
	Traffic Control Signals—		
156 802	New Installations	103 701	
5 400	Modifications	1 357	
28 744	Co-ordination—Hobart	14 948	
233	Co-ordination—Launceston	51	
715 862	Traffic Signals—Maintenance	773 942	
166 613	Road Markings and Pedestrian Crossings	188 334	
66 346	Road Signs and Other Facilities	77 733	
(11 476)	Manufacture for Stock	5 696	
1 128 524			1 165 762
	Economic Planning and Research—		
	Administration—		
1 853	Salaries and Wages including Payroll Tax	102 920	
....	Travelling, Fares etc.	6 836	
....	Stationery and Supplies	9 211	
....	Courses, Seminars etc.	1 427	
8 060	Data Processing Costs	12 000	
....	Other Costs	2 034	
9 913			134 428
	Library and Research Section—		
	Salaries and Wages including Payroll Tax	39 549	
....	Stationery and Supplies	795	
....	Publications, Subscriptions	8 076	
....	On-line Data Base Searches	1 137	
....	Other Costs	650	
....			50 207
103 195	Special Studies		122 330
80 000	Road Safety—Publicity		70 000
1 321 632			1 542 727
44 240 *Dr*	Balance to next account		211 262

Appendix 1.10

TRANSPORT COMMISSION

TAXI BUY-BACK SCHEME—CAB AND HIRE CAR TRUST FUND

Statement for the Year ended 30 June 1986

1985	*Receipts*	1986
$		$
10 694	Balance from Last Account	8 564
21 855	Annual Levy	21 800
77 250	Transfer Fees	88 200
10 000	Re-issues	....
284	Interest	1 621
120 083		120 185
	Payments	
30 800	Purchase Licences	4 500
212	Refund Fees	....
80 500	Loan Repayment	12 470
....	Loan Discharge Fee	100
7	Bank Charges	4
111 519		17 074
8 564	Balance to Next Account	103 111

Appendix 1.11

TRANSPORT COMMISSION

ROAD SAFETY ACCOUNT

Statement for the Year ended 30 June 1986

1985	*Receipts*	1986
$		$
....	Balance from Last Account	25 574
760 000	Amount received from Under Treasurer for year ended 30 June	740 000
80 000	Amount received from the Transport Research and Facilities Trust Fund	70 000
840 000		835 574
	Payments	
530 714	Salaries and Wages	567 575
26 530	Payroll Tax	28 075
59 984	Superannuation	13 098
10 225	Travelling Fares	13 879
15 039	Loose Tools, Equipment	2 173
6 601	Printing and Stationery	12 599
3 875	Telephones, Telex	4 765
1 000	Driver Training Awards	938
997	Uniforms	6 910
	Publicity—	
98 091	—Drink Driving	23 995
3 803	—Speed	14 210
3 640	—Seat Belts	51 969
13 961	—Traffic Code	....
....	—Bike Helmets	30 147
2 554	—Other	2 768
21 817	Motor Vehicle Expenses	38 349
2 842	Radio Communications	3 192
12 753	Miscellaneous	13 174
814 426		827 816
25 574	Balance to next account	7 758

Appendix 2.1

TRAFFIC ACCOUNT

Statement for Year Ended 30 June 1986

1985	*Receipts*		1986
$		$	$
1 937 *Dr*	Balance from Last Account	....	32 798 *Dr*
	Amounts received from Under Treasurer for year ended 30 June—		
3 185 000	Motor Registration Division	3 270 000	
937 000	Traffic Engineering Division	907 000	
4 122 000			4 177 000
59 040	Fees—Motor Cycle Driving Course		71 245
568 542	Contribution—Motor Accident insurance Board		631 391
1 140 000	Contribution—Transport Research and Facilities Trust Fund		1 160 067
5 889 582			6 039 703
5 887 645			6 006 905
	Payments		
$		$	$
	Motor Registration Division—		
3 434 518	Administration	3 587 741	
124 656	Number Plates	113 450	
280 000	Vehicle inspection	260 000	
3 839 174			3 961 191
	Traffic Engineering Division—		
746 424	Administration	907 811	
242 917	Provision and Maintenance of Traffic Facilities	271 792	
1 091 928	Provision and Maintenance of Traffic Control Lights	887 464	
2 081 269			2 067 067
5 920 443			6 028 258
32 798	Balance to next Account		21 353

Appendix 2.2

MOTOR REGISTRATION SECTION

Motor Tax and Miscellaneous Collection Account year ended 30 June 1986

1985 $	*Receipts*	1986 $
7 155 331	Fees and charges for motor vehicles—registrations drivers' licences	7 253 254
211 086	Number plates	215 695
112 243	Miscellaneous fees and charges	130 314
18 194 934	Motor tax	18 780 681
176 137	Public vehicle fees	145 367
1 505 984	Fire Service Levy	1 554 908
....	Motor Vehicle Security Interest	379 933
$27 355 715		$28 460 152

1985 $	*Payments*		1986 $
27 076 607	Amount payable to the Under Treasurer year 30 June 1985	....	28 218 875
	Refunds—		
277 464	Motor tax and fees	239 675	....
1 644	Fire Service Levy	1 602	241 277
$27 355 715			$28 460 152

Appendix 2.3

MOTOR REGISTRATION SECTION—STAMP DUTY COLLECTIONS ACOUNT

Statement for Year ended 30 June 1986

1985 $	*Receipts*	1986 $
	Stamp Duty Collected—	
13 014 525	New motor vehicles and transfer of motor vehicles	14 804 922
581 956	Motor Accidents Insurance Premiums	601 454
$13 596 481		$15 406 376

1985 $	*Payments*	1986 $
13 554 254	Amount payable to the Under Treasurer	15 344 698
42 227	Refunds of stamp duty	61 678
$13 596 481		$15 406 376

Appendix 2.4

TRANSPORT REGULATION DIVISION

Public Vehicle and Hire and Drive Licence fees and Charges 1985–86

	Number	*Fees*
		$
Carts (Motor Vehicle) New	353	2 118·00
Carts (Motor Vehicle) Renewal	3 685	22 110·00
Carts (Trailers) New	146	....
Carts (Trailers) Renewal	1 531	....
Carrier (Motor Vehicle) New	15	90·00
Carrier (Motor Vehicle) Renewal	62	372·00
Carrier (Trailers) New	9	....
Carrier (Trailers) Renewal	48	....
Ancillary (Motor Vehicle) New	1 010	3 030·00
Ancillary (Motor Vehicle) Renewal	5 136	15 408·00
Ancillary (Trailers) New	39	....
Ancillary (Trailers) Renewal	351	....
Cabs (New)	7	17·00
Cabs (Renewal)	387	1 268·00
Hire and Drive (New)	2 248	44 960·00
Hire and Drive (Renewal)	659	13 180·00
Omnibus (New)	19	246·75
Omnibus (Renewal)	260	3 587·25
Hire Car (New)	13	390·00
Hire Car (Renewal)	54	1 620·00
Coach (New)	29	530·90
Coach (Renewal)	712	10 975·50
Aircraft (New)	4	8·00
Aircraft (Renewal)	57	124·00
	16 834	120 035·40
Temporary Public Vehicles	5	5·00
Transfer (Public Vehicles)	2 111	2 111·00
Transfers (Ancillary)	719	719·00
Duplicates	117	117·00
L.P. Certificates	928	5 568·00
Meter Tests	969	4 845·00
Duplicates P.V.	20	20·00
	21 703	13 385·00
Public Vehicle Plates	....	7 303·00
Public Vehicle Labels	....	1 539·00
	....	8 842·00
Cab and Hire Car Annual Levies	....	21 800·00
Cab Transfer Levies	....	88 200·00
		110 000·00
	Total:	$252 262·00

Appendix 2.5

TRANSPORT REGULATION DIVISION

Out of Area Permits and Fees 1984–85

Product	*Permits Issued*	*Fees*
		$
Coal	....	....
Cement and Concrete Products	....	....
Lime and Limestone Products	22	3 825·40
Superphosphate	749	122 292·48
Timber	149	18 541·54
Logs	8	707·00
Mixed Goods	....	....
		145 367·12
Less Refunds	....	859·00
Total Revenue	....	$144 508·12

Appendix 3.1

BASS STRAIT SHIPPING SERVICE—STRAITSMAN AND CHALLENGER B

Trading Account for Year Ended 30 June 1986

1984-85 $		*1985-86* $	$	$
	REVENUE—			
....	Reimbursement—Straitsman	1 645 856		
....	—Challenger B		2 257 816	
4 389 136	Freight		894	
18 140	Miscellaneous		....	
....	Management Fee—Joint Venture		250 000	
....	Interest earned on Sinking Fund Investments		91 832	
4 407 276				4 444 610
	LESS EXPENDITURE—			
240 373	Administration	....		
	M. V. Straitsman—			
1 128 917	Salaries and Wages	742 324		
....	Redundancy payments (net of recoveries)	124 789		
431 726	Diesel, oils etc	211 733		
164 665	Annual Survey and Repairs	211 658		
2 729 768	Other Costs	642 383		
4 455 076			1 932 887	
	Challenger B—			
....	Salaries and Wages	1 624 275		
....	Insurance (Workers Comp.)	169 699		
....	Other Costs	463 691		
....			2 257 665	
494 135	Terminal Costs		236 134	
5 189 584			4 426 689	
90 519	Provision for Depreciation		16 162	
15 811	Special provision for loan redemption	1 389		
5 295 914			4 444 240	
888 638 *Dr*	Balance transferred to Consolidated Trading Account	370	*Cr*	

Appendix 3.2

BASS STRAIT SHIPPING SERVICE—STRAITSMAN AND CHALLENGER B

Profit and Loss Account for Year Ended 30 June 1986

1984-85 $		$	*1985-86* $	
888 638 *Dr*	Balance from Trading Account brought forward		370	*Cr*
266 812	*Less* profit on sale of assets		....	
621 826			370	*Cr*
177 700	Interest on Treasury Loans and Advances	110 078		
45 373	Interest on Depreciation Fund monies used for purchase of new assets	46 880		
223 073			156 958	
844 899	Deficit for year transferred to Balance Sheet (Working Capital)		156 588	

Appendix 3.3

STATEMENT OF TONNAGE AND LIVESTOCK CARRIED—M. V. STRAITSMAN

Years Ended 30 June 1985 and 1986

	1984–85			*1985–86*		
	Sheep (No.)*	*Cattle† (No.)*	*General Cargo (tonnes)*	*Sheep* (No.)*	*Cattle† (No.)*	*General Cargo (tonnes)*
Tasmanian Ports/Victoria‡—						
ex Melbourne	....	184	20 873	....	4	1 582
ex Stanley	2 202	5 017	18 143	....	727	1 164
	2 202	5 201	39 016	....	731	2 746
King Island/Tasmania—						
ex King Island	1 178	2 887	1 352	1 854	5 800	1 202
ex Stanley	557	1 045	9 112	84	818	8 602
	1 735	3 932	10 464	1 938	6 618	9 804
King Island/Victoria—						
ex King Island	6 052	10 345	9 702	4 255	5 615	9 331
ex Melbourne	1 066	14	9 154	1 152	23	10 849
	7 118	10 359	18 856	5 407	5 638	20 180
Totals:	11 055	19 492	68 336	7 345	12 987	32 730
From:—						
King Island	13 232	7 230	473	11 415	6 109	414
Stanley‡	6 062	2 759	....	1 545	84	55
Melbourne	198	1 066	14	27	1 152	....
	19 492	11 055	487	12 987	7 345	469

* Includes lambs and goats

† Includes horses

‡ 'Straitsman' ceased trading Melbourne/Stanley/Melbourne on 1/8/1985.

SUMMARY OF GENERAL CARGO SHIPMENTS—M.V. 'STRAITSMAN'

Years Ended 30 June 1985 and 1986

	1984–85 (tonnes)	*1985–86 (tonnes)*
From:—		
Melbourne‡	30 027	12 431
King Island	11 054	10 533
Stanley‡	27 255	9 766
Total:	68 336	32 730

‡ 'Straitsman' ceased trading Melbourne/Stanley/Melbourne on 1/8/1985.

Appendix 3.4

VOYAGE STATISTICS—M.V. 'STRAITSMAN'

Years Ended 30 June 1985 and 1986

Voyages	*1984–85*	*1985–86*
Melbourne/Stanley	79 Voyages	8 Voyages†
Melbourne/Grassy	39 Voyages	47 Voyages
Stanley/Melbourne	66 Voyages	6 Voyages†
Stanley/Grassy	39 Voyages	28 Voyages
Grassy/Melbourne	53 Voyages	50 Voyages
Grassy/Stanley	26 Voyages	25 Voyages
	302	164
King Island Trades	157	150

† 'Straitsman' ceased trading Melbourne/Stanley/Melbourne on 1/8/1985.

Appendix 3.5

STATEMENT OF REVENUE TONNAGE—M.V. 'STRAITSMAN'

Years Ended 30 June 1985 and 1986

	Revenue Tonnage		*Gross Revenue*	
	1984–85	*1985–86*	*1984–85*	*1985–86*
King Island Trades—				
EXPORTS				
General Cargo	21 200	18 701	590 931	546 163
Empty Returns	3 079	2 987	76 073	76 962
Livestock	24 898	22 134	513 221	437 624
	49 177	43 822	1 180 225	1 060 749
IMPORTS—				
General Cargo	33 358	32 417	1 065 661	1 114 082
Empty Returns	3 580	2 453	68 411	50 047
Livestock	2 843	2 475	45 777	50 032
	39 781	37 345	1 179 849	1 214 161
COMBINED—				
General Cargo	54 558	51 118	1 656 592	1 660 245
Empty Returns	6 659	5 440	144 484	127 009
Livestock	27 741	24 609	558 998	487 656
	88 958	81 167	2 360 074	2 274 910

	Revenue Tonnage	*Gross Revenue 1985–86*
Melbourne/Stanley/Melbourne Trades—		
COMBINED—		
General Cargo	5 996	145 215
Empty Returns	443	8 709
Livestock	1 253	28 245
	7 692	182 169

Thru cargo carried (after commencement of Week on/Week off Schedule) 18 lifts of 259 rev tons for $8 214 gross revenue (148 m²)

All Trades (Total Cargo)—		
General Cargo	57 114	1 805 460
Empty Returns	5 883	135 718
Livestock	25 862	515 901
	88 859	2 457 049

Brambles Shipping receive revenue from cargo and Transport Commission is reimbursed from Brambles Shipping 'Per the Per Leg Fee'.

Appendix 3.6

BRUNY ISLAND FERRY SERVICE

TRADING ACCOUNT

Year Ended 30 June 1986

1984-85 $			1985-86 $	$	$	
		Revenue—				
268 378		Fares and Freight	....	....	314 270	
320		Miscellaneous	....	....	10	
....		Interest earned on Sinking Fund Investment	....	....	111 566	
....		Rent P.O.W. Bay	....	....	10 400	
268 698					436 246	
		Less Expenditure—				
		Superintendence and Shore Expenses—				
115 008		Salaries and Wages, Payroll Tax	98 021			
29 676		Other Costs	42 582			
144 704				140 603		
		Operating Expenses-Vessels—				
263 231		Salaries and Wages, Payroll Tax	314 778			
80 684		Diesoleum	91 533			
77 471		Other Costs	86 280			
421 386				492 591		
		Repairs and Maintenance-Vessels—				
73 014		Annual Survey Fees and Repairs	73 552			
11 245		Other Costs	6 393			
84 259				79 945		
		Repairs and Maintenance—Wharves and				
8 110		Buildings	....	13 098		
658 458				726 237		
48 750		Provision for Depreciation	....	48 751		
7 444		Special Provision for Loan Redemption	....	6 167		
714 652					781 155	
$445 954	*Dr*	Balance transferred to Consolidated Trading Account	....	....	$344 909	*Dr*

Appendix 3.7

BRUNY ISLAND FERRY SERVICE

PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1986

1984-85 $		1985-86 $	$
445 954*Dr*	Balance from Trading Account brought forward	....	344 909*Dr*
	Plus Expenditure—		
147 843	Interest on Treasury Loans and Advances	151 768	
5 732	Interest on Depreciation Fund Monies used for purchase of new assets	5 922	
153 575			157 690
$599 529	Deficit for year transferred to Balance Sheet (Working Capital)	....	$502 599

Appendix 3.8

BRUNY ISLAND FERRY SERVICE

Vehicle Statistics for Year Ended 30 June 1986

Type of Vehicle	*1985–86 (12 months)*
CARS AND STATION SEDANS†	8‡
All other Vehicles—	
Under 5 metres in length	66 248
5 and less than 6 metres	1 002
6 and less than 10 metres	2 090
10 and less than 14 metres	342
14 and less than 16 metres	132
MOTOR CYCLES	496
Vehicles carried at concession rates—*	
Permanent residents	4 184
Resident pensioners	12 718
Non-resident pensioners	1 856
	89 076

* Applies only to cars, station sedans, motor cycles, and utilities, panel vans and campervans under 5 metres in length.

† Numbers listed under this heading are only those for which for some reason have not been broken up into the classes covered elsewhere in 'All other vehicles'.

‡ Heavy vehicles and callouts.

Appendix 4.1

P.T.A. ENGINEERING

Balance Sheet as at 30 June 1986

	1985–86	
	$	$
(A) NATURE AND SOURCE OF FUNDS—		
(1) *For Permanent Capital—*		
(a) From interest bearing loans by State Treasury, less amounts written off and repayments	....	1 119 370
(b) From non-interest bearing contributions (Commonwealth Government) being value of machine tools and equipment on loan	....	106 166
(2) *For Working Capital—*		
From interest bearing advances by State Treasury for working expenses, purchases and manufacture of stores	2 972 001	
Less deficit 1.7.85–30.6.86	1 206 131	1 765 870
(3) *Reserves and Provisions—*		
Loan Redemption Provision	107 977	
Annual and Long Service Leave	244 807	
Contribution by Commonwealth Government towards reduction of Loan Liability	27 310	380 094
		3 371 500
(B) THIS SUM IS REPRESENTED BY—		
(1) *Fixed Assets—*		
(a) Buildings	811 026	
(b) Plant and Equipment	1 266 193	
	2 077 219	
Less Provision for Depreciation	1 131 337	945 882
(2) *Investment—*		
Depreciation Account invested with State Sinking Fund Commissioners	....	282 119
(3) Deferred Assets	....	16 541
(4) *Current Assets—*		
Advance	120	
Sundry Debtors	749 524	
Stock	1 300 387	
Work in progress	330 248	
Prepayments	63 295	2 443 574
Less Current Liabilities—		
Sundry Creditors	30 187	
Bank	170 126	
Cash in Transit	116 303	316 616
		3 371 500

Appendix 4.2

P.T.A. ENGINEERING—TRADING ACCOUNT

Year Ended 30 June 1986

1984–85 $		$	1985–86 $
	Revenue—		
2 346 488	Sales	....	3 620 791
20 586	Miscellaneous	....	18 490
....	Interest on Sinking Fund Investments	....	31 848
12 742	Apprenticeship subsidy	....	12 538
2 379 816			3 683 667
	Less Cost of Manufacture—		
364 651	Direct labour	485 725	
869 645	Direct material	1 635 479	
2 534 721	Indirect costs	2 697 075	
3 769 017		4 818 279	
738 361	*Less* Manufactured for stock	527 694	
3 030 656			4 290 585
650 840*Dr*			606 918*Dr*
109 712	Provision for depreciation	....	119 370
11 997	Provision for loan redemption	....	9 940
$772 549*Dr*	Balance transferred to Consolidated Trading Account	....	$736 228*Dr*

Appendix 4.3

P.T.A. ENGINEERING—PROFIT AND LOSS ACCOUNT

Year Ended 30 June 1986

1984–85 $		$	1985–86 $
772 549*Dr*	Balance from Trading Account brought forward	....	736 228*Dr*
....	Sale of Assets	....	(825)
6 406	Plus Loss on sale of machines	....	....
778 955			735 403
	Plus Expenditure—		
427 573	Interest on Treasury loans and advances	434 877	
30 113	Interest on Depreciation Fund monies used for purchase of new assets	35 851	
457 686			470 728
$1 236 641*Dr*	Deficit for year transferred to Balance Sheet (Working Capital)	....	$1 206 131*Dr*

Appendix 5.1

tt-LINE

Balance Sheet as at 30 June 1986

		1985–86	
		$	$
A. NATURE AND SOURCE OF FUNDS—			
(1) *For Permanent Capital—*			
From Commonwealth Government S96 Interest Free Grant		....	26 000 000
From Private Borrowings Interest Bearing Loans		....	10 000 000
(2) *For Working Capital—*			
From Interest Bearing Advances from Private Borrowings		1 468 087	
Less Accumulated Loss 1/7/1985 to 30/6/1986		2 280 982	
Net Funds for Working Capital		....	812 895*Dr*
Total Net Funds for all purposes		....	$35 187 105
B. THIS SUM IS REPRESENTED BY—	$		
(1) *Fixed Assets (at cost)—*			
M. V. 'Abel Tasman'	19 150 566		
Conversion and Modifications	10 781 922		
Positioning and Preliminary Costs	5 034 114		
Life Jackets, Life Rafts, etc.	276 157		
Computer Equipment	696 390		
Plant and Equipment—Tractors	452 478		
Total Fixed Assets	....	....	36 391 627
(2) *General Assets—*	....	....	281 764
(3) *Current Assets—*			
Cash at Bank/Advances	494 200		
Debtors	992 615		
Prepayments	689 642		
Inventories	487 980	2 664 437	
Less Current Liabilities—			
Sundry Creditors	2 260 765		
Reservations Paid in Advance	1 869 958		
Provision for Doubtful Debts	20 000	4 150 723	1 486 286*Dr*
			$35 187 105

Appendix 5.2

tt-LINE—TRADING ACCOUNT

As at 30 June 1986

		1985–86	
	$	$	$
Revenue—			
Passengers	12 686 817		
Passengers/Vehicles	5 009 510		
On Board Spending	2 700 686		
Freight	6 078 508		
Miscellaneous	478 293		
Workers Comp. Reimbursement	295 225		
Port of Devonport Authority Rebate	277 907		27 526 946
Less Expenditure—			
1. Administration—			
(a) Devonport—			
Salaries	115 478		
Other Costs	218 011	333 489	
(b) Support Services—			
Accounting Fees	149 634		
Data Processing	80 635		
(c) Administration	103 053	333 322	
(d) Passenger Reservation System—			
ICL—Fees	143 712		
Other Costs	106 998	250 710	917 521
2. Terminal Operations—Passenger/Vehicles—			
(a) Devonport—			
Salaries	219 304		
Passenger Tax	302 115		
Wharfage	372 584		
Stevedoring	630 020		
Other Costs	376 381	1 900 404	
(b) Melbourne—			
Salaries	202 066		
Vehicle Wharfage	470 864		
Stevedoring	584 799		
Other Costs	341 156	1 598 885	3 499 289
3. Terminal, Operations—Freight—			
(a) Devonport—			
Salaries	83 693		
Stevedoring	640 310		
Wharfage	492 950		
Other Costs	39 216	1 256 169	
(b) Melbourne—			
Salaries	30 479		
Stevedoring	561 851		
Wharfage	428 329		
Other Costs	39 485	1 060 144	2 316 313
4. Marketing—			
Salaries	100 572		
Advertising	495 192		
Literature	99 961		
Other Costs	455 624		
Total Marketing Costs:—			1 151 349
5. Abel Tasman Operating Costs—			
(A) Catering and Passenger Services—			
(a) Administration—			
Salaries	91 569		
Four Seasons Management Fee	195 286		
Other Costs	98 365	385 220	
(b) On Board Costs—			
Salaries—Steward etc.	4 574 798		
Payroll Tax	22 147		
Provisions	1 745 665		
Crew Meal Recovery	(511 183)		
Stock on Hand	(179 854)		
Other Costs	1 151 905	7 009 478	
Total Catering and Passenger Services Cost:—		7 394 698	
(B) General Operating Costs—			
Salaries—Seamen	1 208 995		
—Watchmen	107 955		
—Officers	1 670 233		
Payroll Tax	152 362		
Marine Fuel and Lubricants	4 101 977		
Repairs and Maintenance	1 078 855		
Insurance	336 775		
Mooring and Berthing	153 006		
Port Charges	440 360		

Appendix 5.2

tt-LINE—TRADING ACCOUNT—(Continued)

As at 30 June 1986

	1985–86		
	$	$	$
Victualling	511 183		
Other Costs	2 208 135		
Total General Costs:			11 969 836
Commission on Reservations:			1 387 848
Total Costs:			$28 636 854
Balance transferred to Profit and Loss Account			$1 109 908

Appendix 5.3

tt-LINE—PROFIT AND LOSS ACCOUNT

As at 30 June 1986

	$
Balance from Trading Account Brought Forward	1 109 908
Interest on Loans and Advances	1 171 074
Deficit for Year transferred to Balance Sheet	$2 280 982

Appendix 5.4

tt-LINE—APPROPRIATION ACCOUNT

As at 30 June 1986

	$
Balance brought down from Profit and Loss Account (Loss for year ended 30 June 1986)	2 280 982

A. B. Caudell, Government Printer, Tasmania

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